11/07/2025 LETTING ITEM 113

FAU ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00-138-00-RS	COOK	44	1
ILLINOIS PROJECT	DI0V(663)			
CONTRACT NO.	61L89			

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

FUNCTIONAL CLASSIFICATION
MAJOR COLLECTOR

TRAFFIC DATA
MAPLE AVENUE
ADT (2023) = 6,750

POSTED SPEED LIMIT
MAPLE AVENUE = 30 MPH

DESIGN SPEED LIMIT
MAPLE AVENUE = 30 MPH

HANCOCK ENGINEERING | 100+ Years of Excellence
- Civil Engineers
- Municipal Consultants
- Established 1911

9933 Roosevelt Road
Westchester, IL, 60154-2780
Phone: 708-865-0300
www.ehancock.com

0 10' 20' 30' SCALE: 1" = 10'

0 50' 100' SCALE: 1" = 50'

0 50' 100' SCALE: 1" = 40'

0 50' 100' SCALE: 1" = 30'

0 50' 100' SCALE: 1" = 20'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.
P (708) 588-4055
E WMOJobStart@mwrd.org

CONTRACT NO. 61L89

FEDERAL AID PROGRAM DESIGN ENGINEER: CARMEN E. RAMOS,P.E., SCHAUMBURG, IL

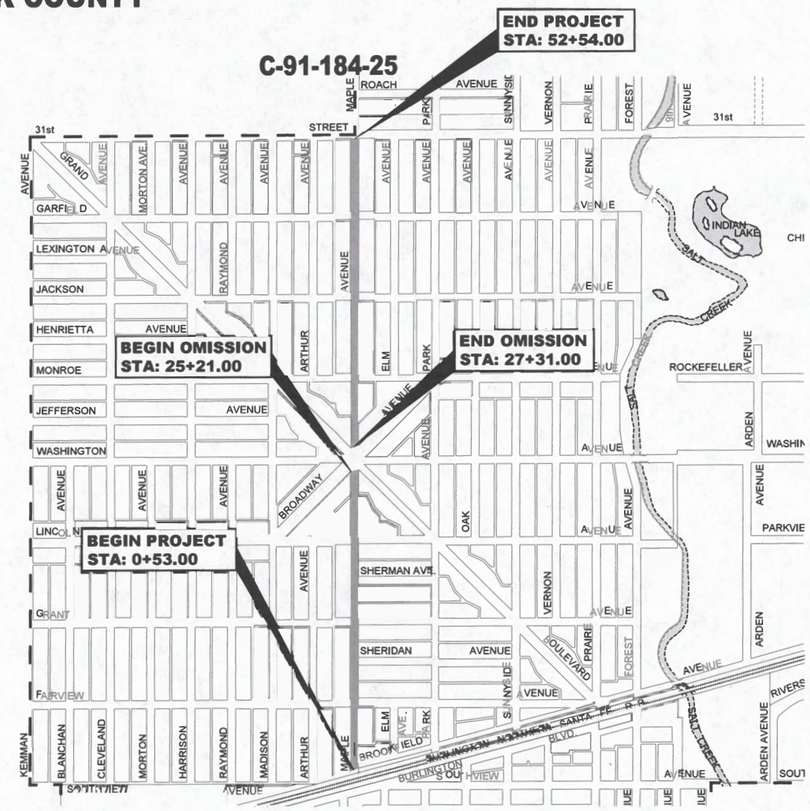
Drawing file: W:\Projects_by_Village\Brookfield\12526059 - Maple Ave\COVER.dwg Aug 28, 2025 - 9:06am

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 2722 (MAPLE AVENUE)
BROOKFIELD AVENUE TO 31ST STREET
RESURFACING
SECTION NO.: 25-00138-00-RS
PROJECT NO.: DI0V(663)
VILLAGE OF BROOKFIELD
COOK COUNTY



N

(NOT TO SCALE)

SECTION 34, TOWNSHIP 39, RANGE 12, 3RD PM

PROVISO TOWNSHIP

LOCATION MAP
NOT TO SCALE

LOCATION OF SECTION INDICATED THUS:

STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED July 25th 2025
VILLAGE OF BROOKFIELD, PRESIDENT

PASSED SEPT 3 2025
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW Sept 3 2025
REGIONAL ENGINEER

DANIEL J. O'MALLEY
62-073491
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

SIGNED : Dan O'Malley
DATE : 7/25/25 LICENSE EXPIRES : 11-30-25

GROSS LENGTH OF IMPROVEMENT = 5,201 FT = 0.985 MI
NET LENGTH OF IMPROVEMENT = 4,991 FT = 0.945 MI

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

EHE NUMBER 125-25-05901

INDEX OF SHEETS

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13-14	EXISTING AND PROPOSED TYPICAL SECTIONS
15-20	PAVING AND UTILITY PLAN
21-22	PAVING AND UTILITY DETAILS
23-25	EROSION AND SEDIMENT CONTROL PLAN
26	M.W.R.D.G.C. ROUTE OUTLET MAP
27-32	PAVING MARKING PLAN
33	DETECTOR LOOP REPLACEMENT PLAN
34	RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL
35-44	IDOT DISTRICT ONE STANDARD DETAILS

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-08)

EXISTING	PROPOSED	DESCRIPTION
		MANHOLE
		INLET
		CATCH BASIN
		FIRE HYDRANT
		STREET LIGHT
		WATER MAIN VALVE VAULT
		POWER POLE
		POWER POLE WITH LIGHT
		GAS VALVE
		WATER MAIN VALVE BOX
		WATER SERVICE BOX
		TREE
		COMBINED SEWER
		SANITARY SEWER
		STORM SEWER
W	W	WATER MAIN
G		GAS MAIN
E		ELECTRIC LINE
T T		TELECOMMUNICATION LINE
R:XXX.XX XXX.XX 12"W	TY. C CB R: 619.91 616.31 12"W	RIM ELEVATION INVERT ELEVATIONS
R:XXX.XX XXX.XX 12"N–S T/P	R: 620.00 615.00 12"N-S T/P	RIM ELEVATION (WATER MAIN) TOP OF WATER MAIN
613.37	614.00	ELEVATION
		CONCRETE PAVEMENT, SIDEWALK, OR DRIVEWAY TO BE REMOVED
		EARTH EXCAVATION
		CONCRETE PAVEMENT, SIDEWALK, OR DRIVEWAY
		HOT-MIX ASPHALT PAVEMENT
		CURB & GUTTER TO BE REMOVED AND REPLACED
	A	FRAMES AND LIDS TO BE ADJUSTED
	A*	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
	RC	STRUCTURE TO BE RECONSTRUCTED
	1C	FRAME AND LID, TYPE 1, CLOSED LID
	1P	FRAME AND LID, TYPE 1, OPEN LID
	C	LID, TYPE 1, CLOSED LID
	P	LID, TYPE 1, OPEN LID
RM		REMOVE EXISTING STRUCTURE
AB		ABANDON EXISTING STRUCTURE
	$	EDGE OF PAVEMENT SUMMIT
	TP	TREE TRUNK PROTECTION
	RP	TREE ROOT PRUNING

HIGHWAY STANDARDS DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
424026-04	ENTRANCE ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C & D PATCHES
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-05	FRAME AND LIDS, TYPE I
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24"(600MM) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTOR LOOPS

DISTRICT ONE DETAILS

FRAMES AND LIDS ADJUSMENT WITH MILLING (BD-08)
PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
BUTT JOINTS AND HMA TAPER DETAILS (BD-32)
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
ARTERIAL ROAD INFORMATION SIGN (TC-22)
DRIVEWAY ENTRANCE SIGNING (TC-26)
DISTRICT ONE STANDARD TRAFFIC SIGNAL
DESIGN DETAILS (TS-05b)
DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING (TS-07)

GENERAL NOTES

1. SSRBC - ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2025; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (ILMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTON IN ILLINOIS", EIGHTH EDITION, DATED 2020.

2. UTLITITES - BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

   THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT DATA IS ESSENTIALLY CORRECT, BUT THE VILLAGE OF BROOKFIELD, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED.

   THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF BROOKFIELD. ADJUSTMENTS REQUIRED BY UTILITY COMPANIES WILL BE PERFORMED BY THE COMPANY INVOLVED OR ITS CONTRACTOR, BUT WILL BE COORDINATED BY GENERAL CONTRACTOR.
   THE CONTRACTOR SHALL USE EXTREME CAUTION IN THE REMOVAL OF ABANDONED EXISTING GAS LINES SINCE RESIDUAL MATERIALS CONTAINED THEREIN ARE HIGHLY EXPLOSIVE, FLAMMABLE, AND TOXIC. ONCE THE MAINS ARE ABANDONED BY THE OWNER, THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR ANY DAMAGE AND/OR INJURY OCCURRING ON THE PROJECT DUE TO HIS/HER OPERATIONS NEXT TO THE MAINS AND/OR THE METHOD OF REMOVAL OF THE ABANDONED MAINS.

3. INCIDENTAL EXCAVATION - DURING THE REMOVAL OF CONCRETE SIDEWALK, DRIVEWAY, CURB AND GUTTER, OR PAVEMENT, THE CONTRACTOR SHALL EXCAVATE AS NECESSARY SO THAT THE REQUIRED THICKNESS OF PROPOSED CONCRETE, INCLUDING BEDDING CAN BE CONSTRUCTED. THE EXCAVATED MATERIAL, AS WELL AS THE BROKEN CONCRETE, SHALL BE DISPOSED OF OFF THE JOB SITE AT A DUMP TO BE FOUND BY THE CONTRACTOR AT HIS OWN EXPENSE. A LOW SUB-GRADE MAY BE BROUGHT TO THE PROPER ELEVATION WITH CRUSHED STONE MEETING A CA-6 GRADATION AS APPROVED BY THE ENGINEER.

4. GARBAGE AND EMERGENY VEHICLES - THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND GARBAGE TRUCKS AT ALL TIMES. IF THE GARBAGE TRUCKS ARE NOT ABLE TO HAVE ACCESS TO ALL OF THE PROPERTIES WITHIN THE PROJECT LIMITS, THEN THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING ANY GARBAGE THAT IS AFFECTED IN A LOCATION WHERE THE GARBAGE TRUCKS CAN PICK IT UP. THE CONTRACTOR SHALL ALSO BE REQUIRED TO RETURN THE GARBAGE CANS TO THE PARKWAY OF THE RESPECTIVE PROPERTY BY THE END OF THE DAY.

   THE CONTRACTOR SHALL ADVISE THE ENGINEER AT LEAST 24 HOURS IN AS TO WHAT ALLEYS AND/OR STREETS, IF ANY, ARE TO BE CLOSED SO THAT EMERGENCY VEHICLES CAN BE RE-ROUTED. THE ENGINEER WILL, IN TURN, CONTACT THE POLICE (708) 485-8131 AND FIRE (708) 485-0076 DEPARTMENTS WITH THIS INFORMATION.

5. ITEMS TO BE SALVAGED - ALL FRAMES AND LIDS, WATER VALVES, VALVE BOXES, AND FIRE HYDRANTS WHICH ARE TO BE ABANDONED DUE TO THE CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF BROOKFIELD. THE CONTRACTOR IS TO DELIVER THE ITEMS TO BE SALVAGED TO THE VILLAGE OF BROOKFIELD PUBLIC WORKS YARD.

6. SAW-CUTTING - THIS WORK SHALL BE DONE WHERE ANY NEW PAVEMENT, CURB AND GUTTER, FRAMES AND GRATES, STRUCTURES, SIDEWALKS, OR DRIVEWAYS ABUT EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALKS, OR DRIVEWAYS OR AS DIRECTED BY THE ENGINEER.

   FRAMES AND LIDS TO BE ADJUSTED AS PART OF THE CONTRACT SHALL BE SAW CUT PRIOR TO BREAKING PAVEMENT AROUND THEM TO COMPLETE THE ADJUSTMENT.

7. LINES AND GRADES - ALL WORK UNDER THIS CONTRACT SHALL BE BUILT IN ACCORDANCE WITH THE LINES AND GRADES SHOWN ON THE PLANS AND AS GIVEN BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE MATERIALS, SUCH AS STAKES, PAINT, AND GIVE SUCH ASSISTANCE AS MAY BE REQUIRED FOR SETTING LINE AND GRADE BOARDS, AND STAKES OR MARKS SO GIVEN SHALL BE CAREFULLY PRESERVED. THE CONTRACTOR SHALL KEEP THE ENGINEER INFORMED A REASONABLE TIME IN ADVANCE, AT LEAST FORTY-EIGHT (48) HOURS, AS TO HIS NEED FOR ADDITIONAL GRADES AND LINES IN ORDER THAT THE SAME MAY BE FURNISHED AND ALL NECESSARY MEASUREMENTS MADE FOR RECORD AND PAYMENT WITH THE MINIMUM OF INCONVENIENCE TO THE ENGINEER OR OF DELAY TO THE CONTRACTOR.

8. STRUCTURES ENCOUNTERED - THE CONTRACTOR SHALL BE ENTIRELY RESPONSIBLE FOR DAMAGE TO WATER LINES, ELECTRIC CONDUITS AND LINES, EXISTING STRUCTURES, DRAINS, SIDEWALKS, CURBS, FENCES, TREES, CULVERTS, AND OTHER STRUCTURES OF ANY KIND AND SHALL BE LIABLE FOR DAMAGES TO PUBLIC AND PRIVATE PROPERTY, EXCEPT WHERE THESE ITEMS ARE TO BE REMOVED AND REPLACED AS CALLED FOR ON THE SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

9. UNAUTHORIZED EXCAVATION - IF THE BOTTOM OF ANY EXCAVATION IS REMOVED BEYOND THE LIMITS DIRECTED, IT SHALL BE BACKFILLED AND COMPACTED TO THE PROPER GRADE WITH A MATERIAL SUITABLE TO THE ENGINEER.

10. MAINTENANCE OF WORK SITE - THE CONTRACTOR SHALL KEEP THE SITE OF THE WORK AND ADJACENT PREMISES AS FREE FROM MATERIAL, DEBRIS AND RUBBISH AS IS PRACTICABLE, AND SHALL REMOVE SAME FROM ANY PORTION OF THE SITE, IF, IN THE OPINION OF THE ENGINEER, SUCH MATERIAL, DEBRIS, OR RUBBISH CONSTITUTES A NUISANCE OR IS OBJECTIONABLE IN ANY WAY TO THE PUBLIC. THE CONTRACTOR SHALL REMOVE ALL MACHINERY, MATERIALS, BARRICADES, STAGING, FALSE-WORK, DEBRIS AND RUBBISH CONNECTED WITH, OR CAUSED BY SAID WORK, IMMEDIATELY UPON THE COMPLETION OF THE SAME AND SHALL CLEAN ALL STRUCTURES AND WORK CONSTRUCTED UNDER THE CONTRACT TO THE SATISFACTION OF THE ENGINEER AND LEAVE THE PREMISES IN AN APPROVED CONDITION INSOFAR AS AFFECTED BY THE WORK UNDER THIS CONTRACT.

    WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS AND DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS DUE TO CONSTRUCTION OPERATIONS.

11. PROTECTION OF PAVEMENT - WHENEVER THE PROPOSED CONSTRUCTION IS LOCATED ADJACENT TO OR ACROSS AN EXISTING PAVEMENT STRUCTURE SUCH AS CURB AND GUTTER, SIDEWALK AND DRIVEWAY PAVEMENT, THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO MAINTAIN AND PROTECT ALL PAVEMENTS NOT DESIGNATED FOR REMOVAL. TRENCH WIDTH SHALL BE CONTROLLED TO LIMIT THE EXTENT OF REMOVAL WITHIN THE BOUNDS ESTABLISHED BY THE ENGINEER. REMOVAL BEYOND THE DEFINED LIMITS SHALL BE AT THE CONTRACTOR'S COST, UNLESS AUTHORIZED IN WRITING BY THE ENGINEER. DAMAGE TO ADJACENT PAVEMENT STRUCTURES TO REMAIN SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.

12. RESTORATION OF PROPERTY - THE CONTRACTOR SHALL RESTORE OR REPLACE ALL PAVEMENTS, STRUCTURES, OR OTHER PROPERTY DAMAGED BY CONSTRUCTION ACTIVITIES TO THE CONDITION THAT EXISTED IMMEDIATELY PRIOR TO THE START OF THE WORK. ALL FENCES AND OTHER STRUCTURES IN THE VICINITY OF THE WORK SHALL BE PROTECTED AND IF DAMAGED SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. ALL TREES SHALL BE SATISFACTORILY PROTECTED BY BOXES OR BOARDS.

    TREE BRANCHES AND ROOTS SHALL NOT BE CUT EXCEPT BY PERMISSION OF THE ENGINEER. ALL CUTTING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. SHRUBS AND BUSHES, WHICH LIE WITHIN THE CONSTRUCTION ACTIVITY, MAY BE DUG UP, TEMPORARILY MOVED, AND REPLANTED IN THEIR ORIGINAL LOCATIONS IF PERMITTED BY THE ENGINEER. IF THE PLANTS ARE DAMAGED OR DO NOT SATISFACTORILY GROW AFTER REPLANTING, THEY SHALL BE REPLACED BY THE CONTRACTOR, WITH PLANTS OF SAME KIND AND SIZE.

13. MISCELLANEOUS ADJUSTMENTS - THE ADJUSTMENT OF ANY PUBLIC UTILITY VALVE BOXES OR STRUCTURES WITHIN THE PROJECT LIMITS SHALL BE DONE BY PERSONNEL OF THE RESPECTIVE PUBLIC UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY OF THE REQUIRED WORK AND COORDINATING THESE ACTIVITIES WITH HIS OWN SCHEDULE OF CONSTRUCTION. THIS SHALL NOT APPLY TO VILLAGE BUFFALO BOXES, VALVE BOXES OF VILLAGE OWNED FRAMES

14. VILLAGE WATER USAGE - THE CONTRACTOR SHALL OBTAIN ANY VILLAGE WATER THROUGH A METERED FIRE HYDRANT LOCATED AT THE VILLAGE OF BROOKFIELD PUBLIC WORKS BUILDING AT 4545 EBERLY AVENUE. THE CONTRACTOR WILL NOT BE ALLOWED TO OBTAIN WATER FROM ANY OTHER FIRE HYDRANTS IN THE VILLAGE. THE USE OF WATER FROM ANY OTHER FIRE HYDRANT OTHER THAN THE DESIGNATED FIRE HYDRANT AT THE PUBLIC WORKS BUILDING WILL BE VIEWED AS A THEFT OF VILLAGE PROPERTY.

15. VILLAGE STREET SIGNS ON POSTS - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE, STORE IN A PROTECTED LOCATION, AND THEN RESET ALL STREET SIGNS ON POSTS ENCOUNTERED WITHIN THE BOUNDARIES OF THIS PROJECT. THE CONTRACTOR SHALL ALSO BAG ANY REGULATORY SIGNS THAT WILL NOT BE IN EFFECT DURING CONSTRUCTION AND PROVIDE TEMPORARY SIGNAGE FOR ANY ADJUSTMENT TO EXISTING TRAFFIC PATTERNS.

16. PUBLIC ACCESSIBILITY - THE DEPARTMENT RESERVES THE RIGHT TO REMEDY ANY NEGLECT ON THE PART OF THE CONTRACTOR AS REGARDS THE PROTECTION OF THE WORK AFTER TWENTY-FOUR (24) HOURS' NOTICE IN WRITING; EXCEPT IN CASES OF EMERGENCY WHEN IT SHALL HAVE THE RIGHT TO REMEDY ANY NEGLECT WITHOUT NOTICE, AND IN EITHER CASE TO DEDUCT THE COST OF SUCH REMEDY FROM ANY MONEY DUE OR TO BECOME DUE THE CONTRACTOR.

17. MATERIALS TESTING - ALL MATERIAL INSPECTION MUST BE SUBMITTED AND ACKNOWLEDGED BEFORE A FINAL PAY ESTIMATE WILL BE SUBMITTED FOR CONSIDERATION. FAILURE TO GIVE ADEQUATE NOTICE WILL POSTPONE ANY INTENDED CONCRETE OR PAVING OPERATION.

18. SANITATION - THE CONTRACTOR SHALL AT THE BEGINNING OF THE WORK PROVIDE A SUITABLE TEMPORARY CONVENIENCE AND ENCLOSURE FOR THE USE OF THE WORKERS ON THE JOB, SHALL MAINTAIN SAME IN A SANITARY CONDITION, AND REMOVE SAME AND ALL ITS CONTENTS AT THE COMPLETION OF THE WORK.

19. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

20. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

21. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

22. NOTIFICATION OF RESIDENTS - THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING WRITTEN NOTICE TO ALL RESIDENCES AND/OR PLACES OF BUSINESS TWENTY-FOUR (24) HOURS IN ADVANCE OF PERFORMING ANY CONSTRUCTION ACTIVITY THAT WILL AFFECT ACCESS TO THEIR PROPERTY AND AN ADDITIONAL NOTICE TWENTY-FOUR (24) HOURS IN ADVANCE OF PERFORMING ANY CONSTRUCTION ACTIVITY ON THEIR RESPECTIVE SECTION OF ROADWAY. ALL NOTICES SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE.

23. THE EDWIN HANCOCK ENGINEERING COMPANY AND THE VILLAGE PUBLIC WORKS DEPARTMENT SHALL BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO ANY CONSTRUCTION ACTIVITY.

HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911
7768 Roosevelt Road
Westchester, IL 60154-2782
Phone: 708/865-0900
www.ehancock.com

DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, LW, SA	REVISED -
CHECKED -	-	REVISED -
DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: - | SHEET NO. 1 OF 3 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	3
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

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CONCRETE GENERAL NOTES

1. FORMS FOR CONCRETE SIDEWALKS, DRIVEWAYS, AND GUTTER FLAGS - ONE-INCH THICK WOODEN FORMS WILL BE USED IN THE FORMING OF ALL RADIUS SECTIONS OF CURB AND GUTTER. MASONITE STEEL FORMS WILL NOT BE ALLOWED. ALL FORMS MUST BE OF A MINIMUM HEIGHT OF THE PROPOSED THICKNESS OF THE RESPECTIVE CONCRETE ITEMS TO BE INSTALLED.

2. BITUMINOUS EXPANSION JOINTS - THREE-QUARTER INCH (3/4") NOMAFLEX EXPANSION JOINTS SHALL BE INSTALLED WHERE NEW SIDEWALK OR CURB AND GUTTER OR DRIVEWAY PAVEMENT ABUTS AN EXISTING CONCRETE WALK, DRIVE, OR CURB WHICH IS TO REMAIN IN PLACE, AND AT NOT LESS THAN SEVENTY-FIVE FEET (75') INTERVALS AT LOCATIONS WHERE SIDEWALK REPLACEMENT IS IN EXCESS OF SEVENTY-FIVE FEET (75'), AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.

   EXPANSION JOINTS WILL BE PLACED IN CURB AND GUTTER AT ALL RADIUS POINTS, ALL BEND POINTS, ON BOTH SIDES OF FRAMES AND GRATES THAT ARE IN THE CURB AND GUTTER, AND AT NOT LESS THAN NINETY FOOT (90') INTERVALS AT LOCATIONS WHERE CURB REPLACEMENT IS IN EXCESS OF NINETY FEET (90'), AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.

   ALL EXPANSION JOINTS LOCATED IN THE CURB AND GUTTER SHALL HAVE TWO (2) THREE QUARTER INCH (3/4") DIAMETER, SMOOTH, ROUND, EPOXY COATED DOWEL BARS, EIGHTEEN INCHES (18") IN LENGTH, WITH PLASTIC END CAPS INSERTED TO ALLOW THE CURB AND GUTTER TO EXPAND AND CONTRACT LATERALLY.

3. SIDEWALK AND CURB AND GUTTER REPLACEMENT - LOCATIONS OF SIDEWALK AND CURB AND GUTTER REPLACEMENT ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED DURING CONSTRUCTION.

4. DRAINAGE OPENINGS - AT ALL LOCATIONS WHERE CASTINGS ARE TO BE INCORPORATED IN THE CURB AND GUTTER, A 3/4" EXPANSION JOINT SHALL BE INSTALLED IN THE CURB AND GUTTER A DISTANCE OF 5 FT. FROM EACH SIDE OF THE CASTING. 2-NO. 4 RE-BARS, 9' IN LENGTH, SHALL BE INCORPORATED IN THE CONTINUOUS PORTION OF CONCRETE CURB BEHIND THE CASTING.

5. SLIPFORM CONSTRUCTION - VERTICAL FACES MAY BE BATTERED AT THE RATE OF 3/4" PER FOOT OF HEIGHT TO AID IN SLIPFORM OPERATIONS. THE PROPOSED CURB HEIGHT IS VARIABLE.

ASPHALT GENERAL NOTES

1. THE INTERSECTION RETURNS SHALL BE PAVED AT THE SAME TIME AS THE MAINLINE PAVEMENT.

2. THE CONTRACTOR WILL BE REQUIRED TO CLOSE UP ALL STREETS IN THE SAME DAY. NO OPEN LONGITUDINAL JOINTS WILL BE LEFT OPEN OVERNIGHT.

3. THE LOCATION OF ALL TRANSVERSE COLD JOINTS LEFT BETWEEN DAYS OF PAVING SHALL BE APPROVED BY THE ENGINEER.

4. A BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

5. TACK COAT - PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT. NOTICES SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES IMPACTING VEHICLE ACCESS A MINIMUM OF 24 HOURS PRIOR TO PLACEMENT OF TACK COAT.

6. MILLED BUTT JOINTS - WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H)

7. BUTT JOINT REMOVAL - BUTT JOINTS SHALL BE CUT NO MORE THAN 24 HOURS PRIOR TO FINAL SURFACE PAVING. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS.

8. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE HMA BINDER COURSE.

LANDSCAPING GENERAL NOTES

1. ONCE CONCRETE IMPROVEMENTS ARE COMPLETED AND PRIOR TO FINAL SURFACE COURSE BEING PLACED, ALL LANDSCAPE AREAS ARE TO BE BACKFILLED AND HAVE TOPSOIL PLACED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WEED PREVENTION AND REMOVING ANY WEEDS PRIOR TO THE PLACEMENT OF THE SOD. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR MAINTENANCE OF WEEDS WITHIN NEWLY TOPSOILED AREAS. ONCE ANY WEEDS, AS DETERMINED BY THE ENGINEER, HAVE EXCEEDED SIX INCHES (6") IN HEIGHT, THEY SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THE METHOD OF WEED CONTROL AND WEED REMOVAL MUST BE APPROVED BY THE ENGINEER.

3. CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREE SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.

SEWER AND WATER GENERAL NOTES

1. ALL PROPOSED WATER AND SEWER MAINS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", EIGHTH EDITION, DATED 2020, AND ALL REVISIONS THERETO.

2. INSPECTION OF PIPE AND ACCESSORIES - ANY DEFECTIVE, DAMAGED OR UNSOUND MATERIAL SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER. ALL FOREIGN MATTER OR DIRT SHALL BE INSPECTED FOR DEFECTS PRIOR TO LOWERING INTO POSITION IN THE TRENCH. PIPE SHALL BE KEPT CLEAN BY MEANS APPROVED BY THE ENGINEER DURING AND AFTER LAYING.

3. TRENCH EXCAVATION - THE TRENCH SHALL BE DUG TO THE REQUIRED ALIGNMENT AND DEPTH SHOWN ON THE DRAWINGS OR AS SUBSEQUENTLY APPROVED IN WRITING BY THE ENGINEER, AND ONLY SO FAR IN ADVANCE OF PIPE LAYING AS PERMITTED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO HANDLE EXCAVATED MATERIAL CAREFULLY TO MINIMIZE THE ACCUMULATION ON EXISTING PAVED SURFACES. WHEREVER POSSIBLE THE EXCAVATED MATERIAL SHOULD BE DIRECTLY LOADED INTO A WAITING TRUCK FOR DIRECT DISPOSAL. THE CONTRACTOR WILL CLEAN ALL PAVEMENT AREAS TO THE SATISFACTION OF THE ENGINEER.

4. EXCAVATION NEAR EXISTING STRUCTURES - ALL EXISTING PIPES, CONDUITS, CABLES, POLES, PAVEMENTS, AND OTHER STRUCTURES NOT DESIGNATED TO BE REMOVED BY THE CONTRACT DOCUMENTS ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. THE TEMPORARY SUPPORT, PROTECTION, AND MAINTENANCE OF THE STRUCTURES, SHALL BE FURNISHED BY THE CONTRACTOR AT HIS OWN EXPENSE. WHERE THE GRADE OR ALIGNMENT OF THE PIPE IS OBSTRUCTED BY EXISTING UTILITY STRUCTURES SUCH AS CONDUITS, DUCTS, PIPES, BRANCH CONNECTIONS TO MAIN SEWERS, OR MAIN DRAINS, THE OBSTRUCTION SHALL BE PERMANENTLY SUPPORTED, RELOCATED, REMOVED, OR RECONSTRUCTED BY THE CONTRACTOR IN COOPERATION WITH THE OWNERS OF SUCH UTILITY STRUCTURES. WHENEVER NECESSARY TO DETERMINE THE LOCATION OF EXISTING UNDERGROUND UTILITY STRUCTURES, THE CONTRACTOR, AFTER AN EXAMINATION OF AVAILABLE RECORDS, SHALL MAKE ALL EXPLORATIONS AND EXCAVATIONS FOR SUCH PURPOSE AS MAY BE DIRECTED BY THE ENGINEER.

5. CUTTING PIPE - ALL PIPES SHALL BE CUT TO ITS REQUIRED LENGTH IN THE FIELD BY A POWERED MECHANICAL ROTARY SAW AND THE EXPOSED END GROUND BY A MECHANICAL GRINDING TOOL TO A SMOOTH BEVELED FINISH.

6. CONTROL OF SEWER FLOWS - IN AREAS WHERE SECTIONS OF SEWER ARE TO BE REPLACED, THE CONTRACTOR SHALL TAKE CARE TO MANAGE FLOWS CARRIED BY THE PIPELINE, WITHOUT RISK TO THE PROJECT AS TO PUBLIC HEALTH AND SAFETY.

   THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. THEY SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS.

7. BACKFILLING OPERATIONS - TRENCH BACKFILL UNDER PAVEMENT - TRENCH BACKFILL SHALL BE INSTALLED AND MEASURED FOR PAYMENT FROM ONE FOOT ABOVE THE WATER MAIN OR SEWER TO THE ELEVATION OF THE EXISTING PAVEMENT SURFACE.

   TRENCH BACKFILL SHALL BE COMPLETED ACCORDING TO 550.07 (A) METHOD 1. METHODS B AND C (JETTING) WILL NOT BE ALLOWED.

   THE CONTRACTOR SHALL BE RESPONSIBLE FOR BACKFILLING THE TRENCHES WITH CRUSHED STONE TO A LEVEL EQUAL TO THAT OF ADJACENT EXISTING PAVEMENTS BY THE END OF EACH WORK DAY. THE STONE SHALL BE LEVELED OFF AND COMPACTED TO THE SATISFACTION OF THE ENGINEER AND THE VILLAGE TO PERMIT TEMPORARY PEDESTRIAN AND VEHICULAR TRAFFIC.

8. EXPLORATORY EXCAVATION - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMIANE THE ELEVATION OF EXISTING WATER MAINS, GAS MAINS, TELEPHONE DUCTS, AND OTHER PUBLIC UTILITIES WHICH ARE TO BE CROSSED WITH THE PROPOSED SEWER A SUFFICIENT LENGTH AHEAD OF PIPE LAYING OPERATIONS SO THAT THE PROPOSED SEWER MAIN CAN BE INSTALLED AT AN ELEVATION WHICH WILL AVOID CONFLICTS WITH THE EXISTING UTILITIES WITHOUT REQUIRING THE USE OF BENDS AND/OR FITTINGS ON THE PROPOSED SEWER. THE ENGINEER SHALL ASSIST THE CONTRACTOR BY DETERMINING THE ELEVATION OF THE EXISTING UTILITY ONCE IT HAS BEEN EXPOSED BY THE CONTRACTOR.

9. MATERIALS - THE CONTRACTOR SHALL VERIFY THE TYPE OF ALL SEWER PIPE MATERIALS AND WATER MAIN HARDWARE INCLUDING VALVES, FIRE HYDRANTS, VALVE BOXES, CORPORATION STOPS, CURB STOPS, AND WATER SERVICES BOXES WITH THE ENGINEER PRIOR TO ORDERING SUCH MATERIAL.

10. FRAMES AND LIDS - THE TYPE OF FRAMES AND GRATES REQUIRED FOR ALL CATCH BASINS AND MANHOLES LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.01 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE.

    THE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT.

11. POINT REPAIRS - FIGURES SHOWN SEWER REPAIRS INDICATED DISTANCES FROM MANHOLES.

12. ALL ABANDONED SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG, NON-SHRINK CONCRETE/MORTAR PLUG.

13. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, COMBINED SEWERS, TELEPHONE LINES, COMMUNICATION LINES, ELECTRIC LINES, GAS MAINS, AND WATER SERVICES ARE APPROXIMATE AND THEIR SPECIFIC LOCATIONS ARE TO BE DETERMINED IN THE FIELD.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING ALL DIMENSIONS AND LOCATIONS OF PROPOSED STRUCTURES TO VERIFY ALL EXISTING AND PROPOSED PIPES ARE CORED AT THE CORRECT SIZE, LOCATION AND ELEVATION OF THE STRUCTURE. THE CONTRACTOR WILL ALSO BE REQUIRED TO VERIFY THAT ALL PIPES IN EXISTING STRUCTURES TO BE REPLACED ARE ACCOUNTED FOR.

15. OPEN EXCAVATIONS - LEAVING OF ANY EXCAVATION OPEN OVERNIGHT WILL NOT BE ALLOWED ON THIS PROJECT. THE CONTRACTOR WILL BE RESPONSIBLE FOR COMPLETELY BACKFILLING OR PLATING OVER OF ALL EXCAVATIONS AT THE END OF EACH DAY. IF THE EXCAVATIONS ARE BACKFILLED THEY SHALL BE FILLED WITH AN AGGREGATE MEETING THE GRADATION OF CA-6. THE MATERIAL WILL BE COMPACTED SUFFICIENTLY TO PREVENT RUTTING OR SETTLEMENT OF MATERIAL UNDER TRAFFIC LOADS. IF PLATES ARE USED THEY SHALL BE OF SUFFICIENT THICKNESS TO SUPPORT VEHICULAR LOADS AND THEY SHALL EXTEND A MINIMUM OF NINE INCHES (9") BEYOND THE LIMITS OF THE EXCAVATION ON ALL SIDES. IF THE PLATES ARE TO BE LEFT OVER THE WEEKEND, THE EDGES OF THE PLATES SHALL BE CUSHIONED WITH A BITUMINOUS MIXTURE IN AREAS WHERE VEHICULAR TRAFFIC WILL CROSS THE PLATES.

16. PILING MATERIAL AND CARE OF STRUCTURES - ALL EXCAVATED AND OTHER MATERIALS THAT ARE TO BE REUSED SHALL BE SO PILED AS NOT TO ENDANGER THE WORK AND SO THAT FREE ACCESS MAY BE HAD AT ANY TIME TO ALL PARTS OF THE WORK, AND SHALL BE KEPT NEATLY PILED SO AS NOT TO INCONVENIENCE PUBLIC TRAVEL OR ADJOINING TENANTS. WALKWAYS SHALL BE KEPT CLEAR AND UNOBSTRUCTED. ALL EXCESS EXCAVATED MATERIAL SHALL BE IMMEDIATELY REMOVED AND DISPOSED OF OFF THE JOB SITE BY THE CONTRACTOR.

17. JOINING PIPE SECTIONS - THE SEALING SURFACE OF THE PIPE, THE BELL TO BE JOINED, AND THE ELASTOMERIC GASKETS SHALL BE CLEANED IMMEDIATELY BEFORE ASSEMBLY, AND ASSEMBLY SHALL BE MADE AS RECOMMENDED BY THE MANUFACTURER. WHEN PIPE LAYING IS NOT IN PROGRESS, THE OPEN ENDS OF INSTALLED PIPE SHALL BE CLOSED TO PREVENT ENTRANCE OF TRENCH WATER INTO THE LINE. WHENEVER WATER IS EXCLUDED FROM THE INTERIOR OF THE PIPE, ENOUGH BACKFILL SHALL BE PLACED ON THE PIPE TO PREVENT FLOATING. NO PIPE SHALL BE LAID WHEN THE TRENCH CONDITIONS OR THE WEATHER ARE UNSUITABLE FOR PROPER INSTALLATION AS DETERMINED BY THE ENGINEER.

18. PIPE INSTALLED ON THIS PROJECT SHALL CONFORM TO THE FOLLOWING STANDARD:

TYPE OF PIPE	MATERIAL STANDARD	JOINT STANDARD
POLYVINYLCHLORIDE PIPE (6"-12")	ASTM D-2241	ASTM D-3139
POLYVINYLCHLORIDE PIPE (15")	ASTM D-3034	ASTM D-3212
POLYVINYLCHLORIDE PIPE (18"-30")	ASTM F-679	ASTM D-3212
DUCTILE IRON PIPE	CLASS 52 ANSI-A21.51	ANSI/AWWA C111/A21.11
REINFORCED CONCRETE PIPE	ASTM C-76	ASTM C-443

M.W.R.D.G.C. GENERAL NOTES

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * VILLAGE OF BROOKFIELD MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).
2. THE VILLAGE OF BROOKFIELD ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 0 FT.
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT TRAPPING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

S.I.	Code No.	Item	Unit	Total Quantity	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL ROADWAY 0005 URBAN	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL TRAINEES 0042 URBAN
X	20101100	TREE TRUNK PROTECTION	EACH	100	100	
X	20101200	TREE ROOT PRUNING	EACH	10	10	
	20200100	EARTH EXCAVATION	CU YD	85	85	
	20800150	TRENCH BACKFILL	CU YD	300	300	
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4550	4550	
	21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	250	250	
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	50	50	
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	50	50	
	25200110	SODDING, SALT TOLERANT	SQ YD	4800	4800	
	25200200	SUPPLEMENTAL WATERING	UNIT	260	260	
	28000510	INLET FILTERS	EACH	80	80	
	35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	SQ YD	150	150	
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	17000	17000	
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	15000	15000	
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	40	40	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	300	300	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	7
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

S.I.	Code No.	Item	Unit	Total Quantity	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL ROADWAY 0005 URBAN	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL TRAINEES 0042 URBAN
	40602978	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	2100	2100	
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	2800	2800	
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	40	40	
	42000300	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	225	225	
	42001300	PROTECTIVE COAT	SQ YD	2850	2850	
	42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	275	275	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	16000	16000	
	42400800	DETECTABLE WARNINGS	SQ FT	500	500	
	44000100	PAVEMENT REMOVAL	SQ YD	500	500	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	300	300	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2150	2150	
	44000600	SIDEWALK REMOVAL	SQ FT	17000	17000	
	44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	150	150	
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	275	275	
	44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	325	325	
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	575	575	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	8
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

S.I.	Code No.	Item	Unit	Total Quantity	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL ROADWAY 0005 URBAN	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL TRAINEES 0042 URBAN
	44213200	SAW CUTS	FOOT	3850	3850	
	44213204	TIE BARS 3/4"	EACH	200	200	
	550A2530	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 15"	FOOT	8	8	
	550A2560	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 24"	FOOT	47	47	
	55100700	STORM SEWER REMOVAL 15"	FOOT	8	8	
	55101200	STORM SEWER REMOVAL 24"	FOOT	47	47	
	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	10	10	
	60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1	1	
	60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	3	3	
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	3	3	
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	34	34	
	60403700	LIDS, TYPE 1, OPEN LID	EACH	28	28	
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	26	26	
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	10	10	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	275	275	
	60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	225	225	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	9
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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S.I.	Code No.	Item	Unit	Total Quantity	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL ROADWAY 0005 URBAN	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL TRAINEES 0042 URBAN
	60604700	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (MODIFIED)	FOOT	1650	1650	
	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	325	325	
	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10	
	67100100	MOBILIZATION	L SUM	1	1	
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	50	50	
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	2100	2100	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	700	700	
X	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	100	100	
X	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9600	9600	
X	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1650	1650	
X	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	500	500	

S.I.	Code No.	Item	Unit	Total Quantity	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL ROADWAY 0005 URBAN	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL TRAINEES 0042 URBAN
X	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	375	375	
X	89502380	REMOVE EXISTING HANDHOLE	EACH	1	1	
X	89502400	REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	2	2	
	X0326806	WASHOUT BASIN	L SUM	1	1	
X	X1400326	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2	2	
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	4	4	
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	8	8	
	X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	200	200	
	X4400196	HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)	SQ YD	175	175	
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	24000	24000	
	X4420210	TEMPORARY PATCHING	SQ YD	600	600	
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	47	47	
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	102	102	
X	X8500110	MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION	EACH	2	2	
X	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	175	175	
	XX000541	EXPLORATORY EXCAVATION	CU YD	75	75	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	11
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

S.I.	Code No.	Item	Unit	Total Quantity	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL ROADWAY 0005 URBAN	CONSTRUCTION CODE STP FUNDS 80% FEDERAL / 20% LOCAL TRAINEES 0042 URBAN
X	XX003803	SANITARY SEWER SERVICE 6"	FOOT	120	120	
X	XX005634	12" X 6" PVC SEWER SERVICE CONNECTIONS	EACH	15	15	
X	XX006449	PVC COMBINED SEWER PIPE REPLACEMENT 12"	FOOT	140	140	
X	XX006450	PVC COMBINED SEWER PIPE REPLACEMENT 15"	FOOT	40	40	
X	XX006452	15" X 6" PVC SEWER SERVICE CONNECTIONS	EACH	4	4	
X	XX007205	30" X 6" PVC SEWER SERVICE CONNECTIONS	EACH	3	3	
X	XX008190	COMBINED SEWER REMOVAL AND REPLACEMENT	FOOT	38	38	
	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	1	1	
	Z0076600	TRAINEES	HOUR	500		500
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500		500

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	12
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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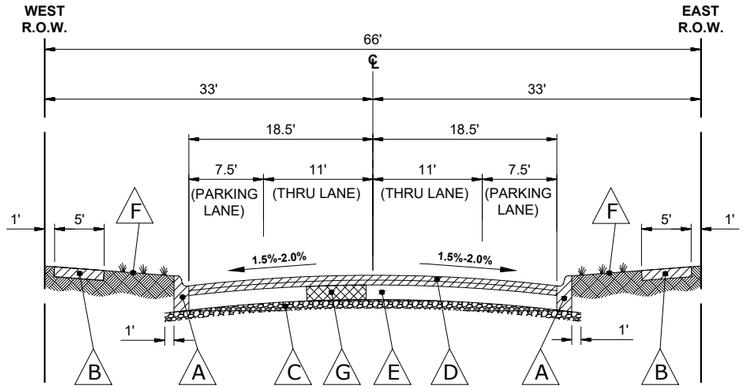
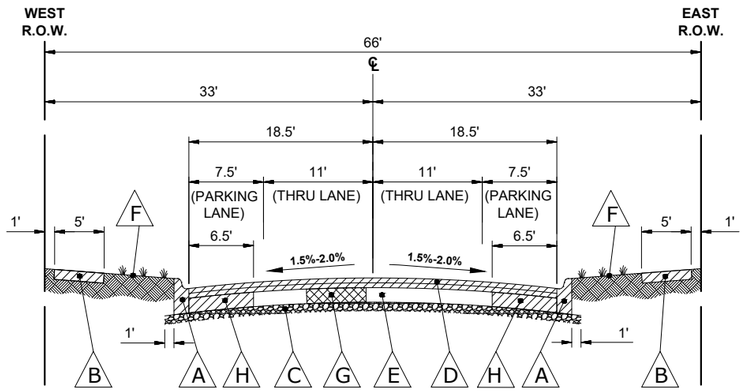


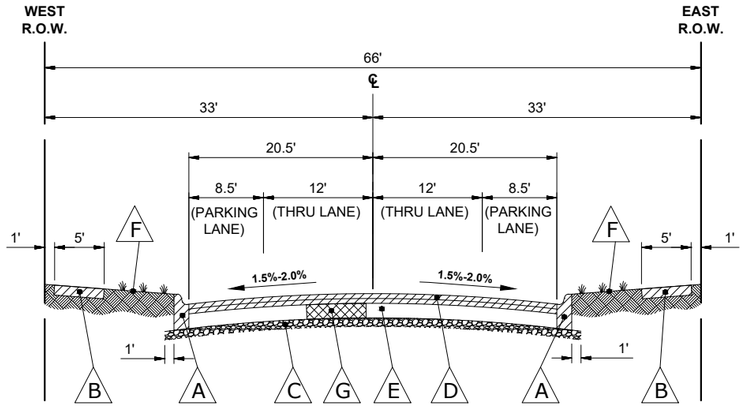
EXISTING TYPICAL SECTION

MAPLE AVENUE
STATION 0+53 TO STATION 19+20
STATION 20+07 TO STATION 25+21



EXISTING TYPICAL SECTION

MAPLE AVENUE
STATION 19+20 TO STATION 20+07



EXISTING TYPICAL SECTION

MAPLE AVENUE
STATION 27+31 TO STATION 52+54

TYPICAL SECTION LEGEND

SYMBOL	EXISTING
A	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 (INTERMITTENT REMOVAL)
B	PORTLAND CEMENT CONCRETE SIDEWALK, 5" (INTERMITTENT REMOVAL)
C	AGGREGATE BASE COURSE, 4"
D	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2"-4")
E	HOT-MIX ASPHALT BASE COURSE, 10"
F	SODDED PARKWAY
G	REMOVAL FOR PAVEMENT PATCHING
H	PAVEMENT REMOVAL

LEGEND

- REMOVAL ITEMS
- REMOVAL FOR PAVEMENT PATCHING

NOTE:
RESURFACING OMISSION
FROM STA. 25+21 TO STA. 27+31

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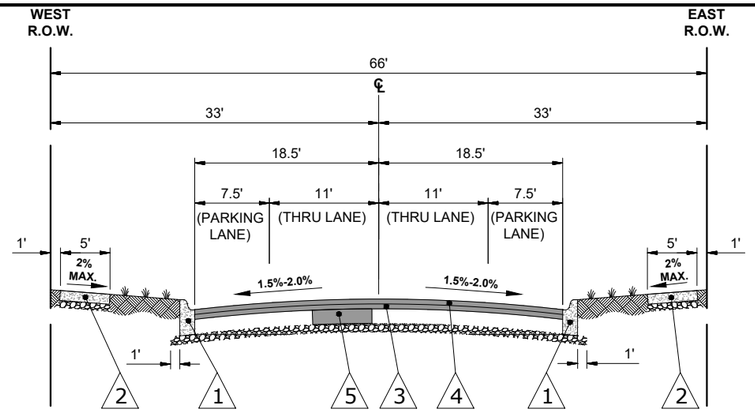
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET NO. 1 OF 2 SHEETS | STA. - | TO STA. -

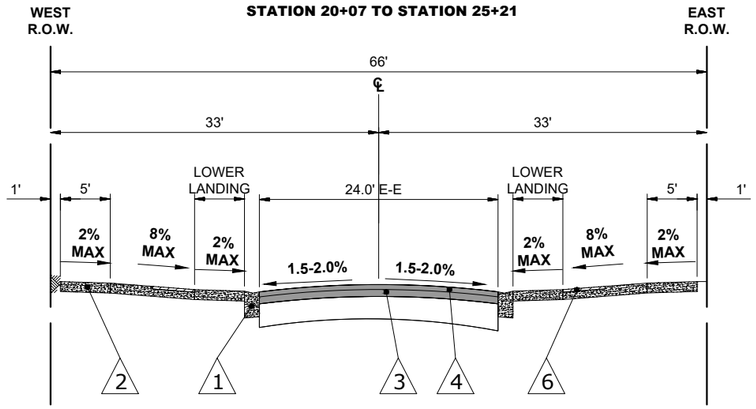
MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	13
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901



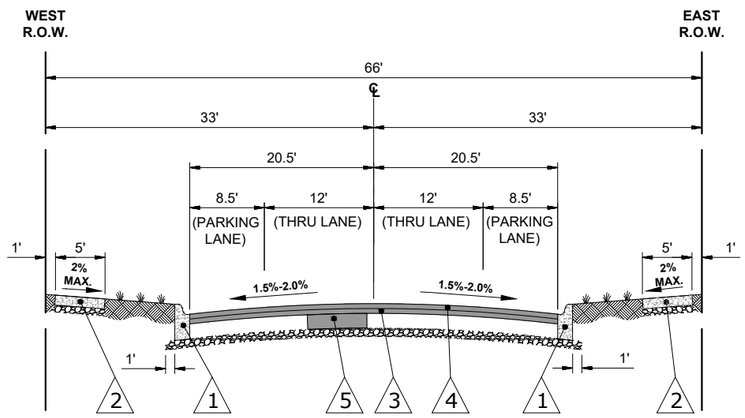
PROPOSED TYPICAL SECTION

MAPLE AVENUE
STATION 0+53 TO STATION 19+20
STATION 20+07 TO STATION 25+21



PROPOSED TYPICAL SECTION

MAPLE AVENUE
STATION 19+20 TO STATION 20+07



PROPOSED TYPICAL SECTION

MAPLE AVENUE
STATION 27+31 TO STATION 52+54

TYPICAL SECTION LEGEND

SYMBOL	PROPOSED
1	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 (MODIFIED) (INTERMITTENT REPLACEMENT)
2	PORTLAND CEMENT CONCRETE SIDEWALK, 5" (INTERMITTENT REPLACEMENT)
3	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1.5"
4	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2"
5	CLASS D PATCHING, 10"
6	DETECTABLE WARNING

LEGEND

- PROPOSED CONCRETE
- PROPOSED HOT-MIX ASPHALT

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
HOT-MIX ASPHALT SURFACING - BUTT JOINT		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2"	4% @ 50 Gyr.	LR 1030-2
INCIDENTAL HOT-MIX ASPHALT SURFACING - HMA DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 3" (2 LIFTS)	4% @ 50 Gyr.	LR 1030-2
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2"	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1.5"	4% @ 50 Gyr.	LR 1030-2
TEMPORARY PATCHING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2"	4% @ 50 Gyr.	LR 1030-2
CLASS D PATCHING		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 Gyr.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA) PER LR1030-2.		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

NOTE:
RESURFACING OMISSION
FROM STA. 25+21 TO STA. 27+31

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PROPOSED TYPICAL SECTIONS

SCALE: - | SHEET NO. 2 OF 2 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	14
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

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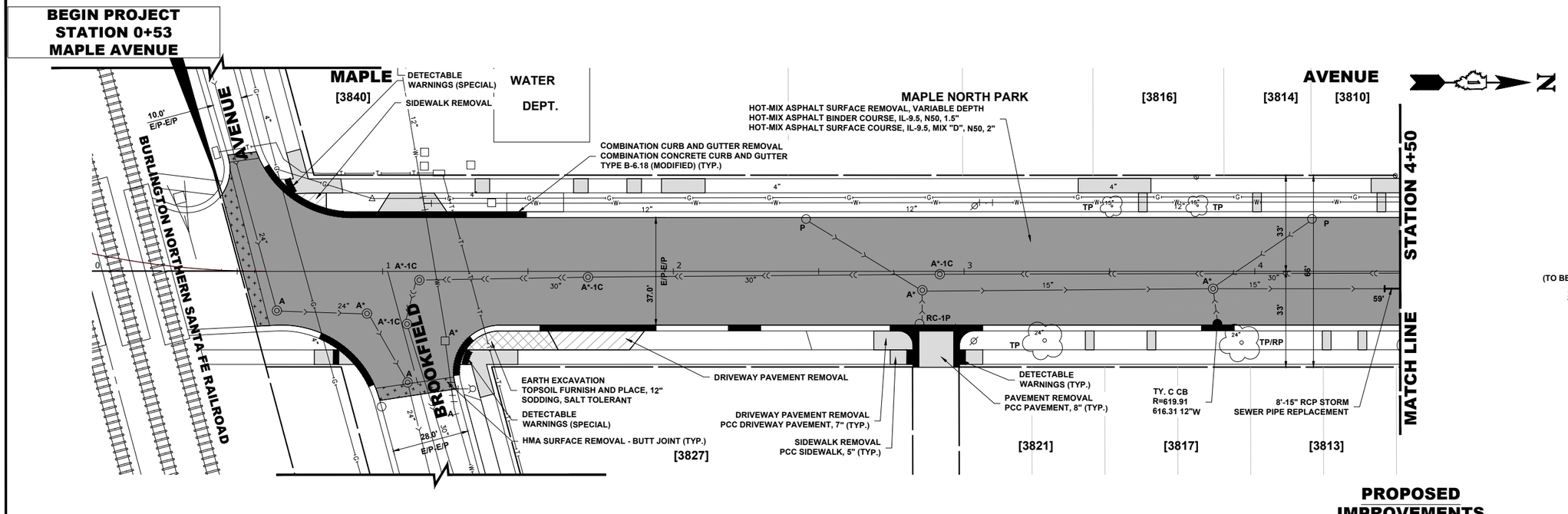

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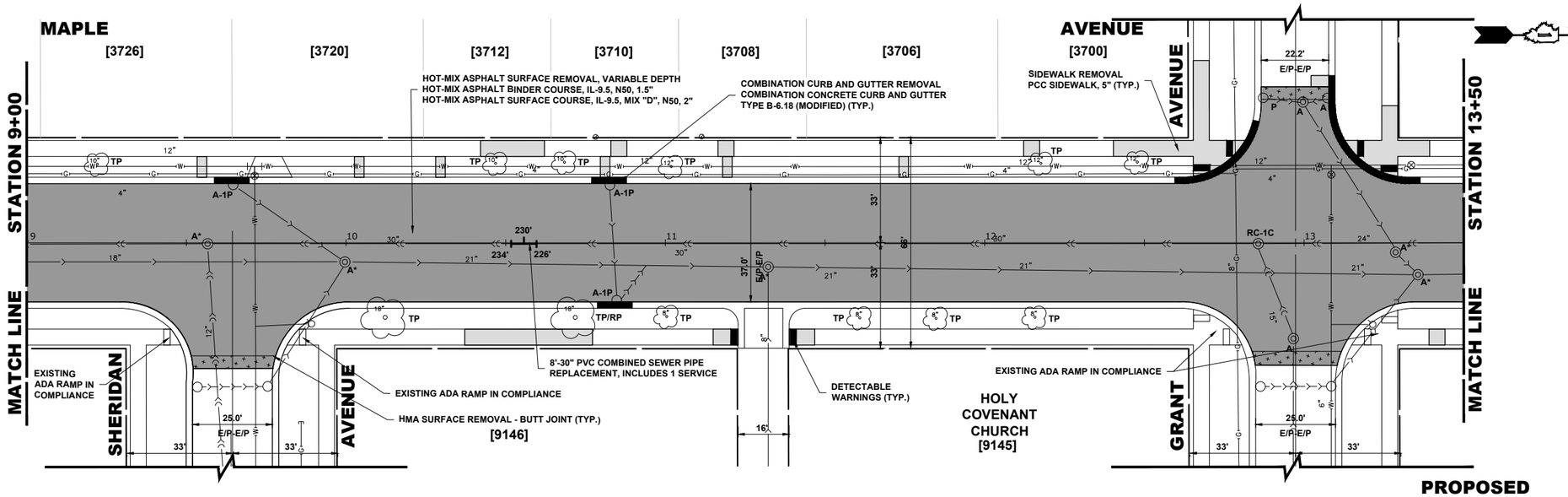
PAVING AND UTILITY PLAN

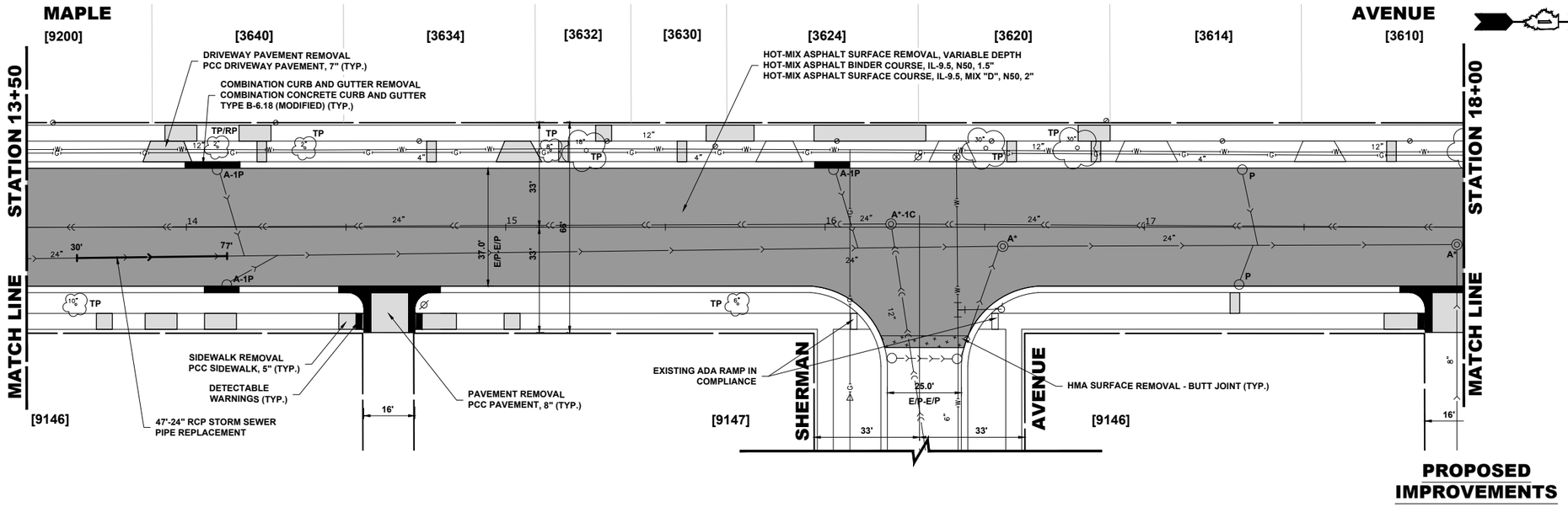
SCALE: 1"=20' | SHEET NO. 1 OF 6 SHEETS | STA. 0+00 | TO STA. 9+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	15
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

Drawing file: W:\Projects_by_Village\Brookfield\125250S9 - Maple Ave\SITE\Maple Ave.dwg Aug 28, 2025 - 10:19am





LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-08)

SYMBOL	DESCRIPTION
A	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
G	EXISTING GRASS AREA
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	FRAMES AND LIDS TO BE ADJUSTED
A*	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
C	NEW LID, TYPE 1, CLOSED LID
P	NEW LID, TYPE 1, OPEN LID
RC	STRUCTURE TO BE RECONSTRUCTED
	EXISTING FIRE HYDRANT
⊗	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	PROPOSED STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING HANDHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
	EXISTING WATER MAIN
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING

HANCOCK ENGINEERING
CVI Engineers
Municipal Consultants
Established 1911
7108 Roosevelt Road
Westchester, IL 60154-2702
Phone: 708-345-0900
www.ahancock.com

DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, LW, SA	REVISED -
CHECKED -	-	REVISED -
DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

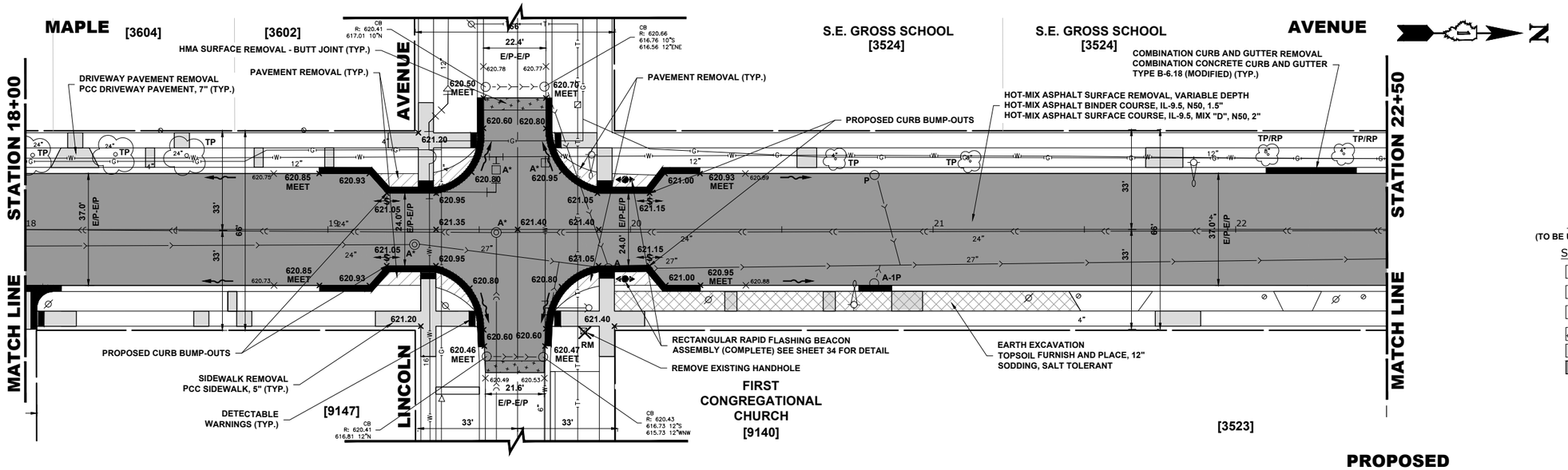
PAVING AND UTILITY PLAN

SCALE: 1"=20' | SHEET NO. 2 OF 6 SHEETS | STA. 9+00 | TO STA. 18+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	16
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

Drawing file: W:\Projects_by_Village\Brookfield\125250S9 - Maple Ave\SITE\Maple Ave.dwg Aug 28, 2025 - 10:19am



PROPOSED IMPROVEMENTS

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-08)

SYMBOL	DESCRIPTION
A	EXISTING HOT-MIX ASPHALT AREA
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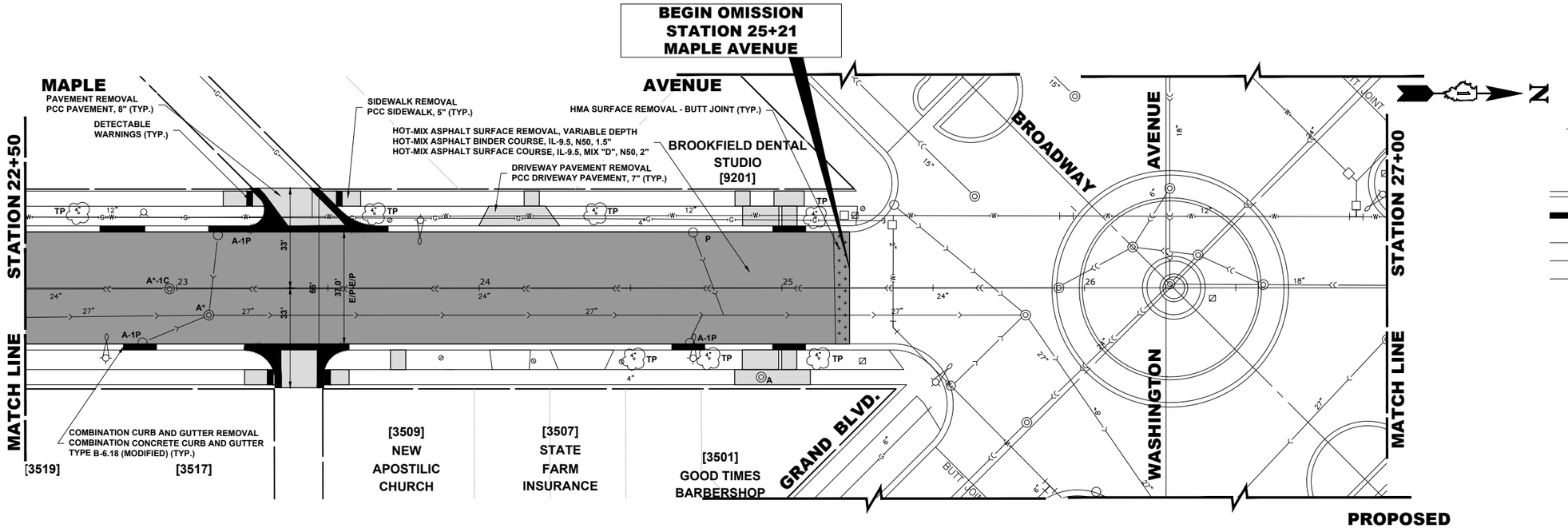
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
C	NEW LID, TYPE 1, CLOSED LID
P	NEW LID, TYPE 1, OPEN LID
RC	STRUCTURE TO BE RECONSTRUCTED
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	PROPOSED STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING HANDHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
	EXISTING WATER MAIN
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING



PROPOSED IMPROVEMENTS

HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911
7969 Roosevelt Road
Westchester, IL 60154-2782
Phone: 708-865-0900
www.hancockeng.com

DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, LW, SA	REVISED -
CHECKED -	-	REVISED -
DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVING AND UTILITY PLAN

SCALE: 1"=20' | SHEET NO. 3 OF 6 SHEETS | STA. 18+00 | TO STA. 27+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	17
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

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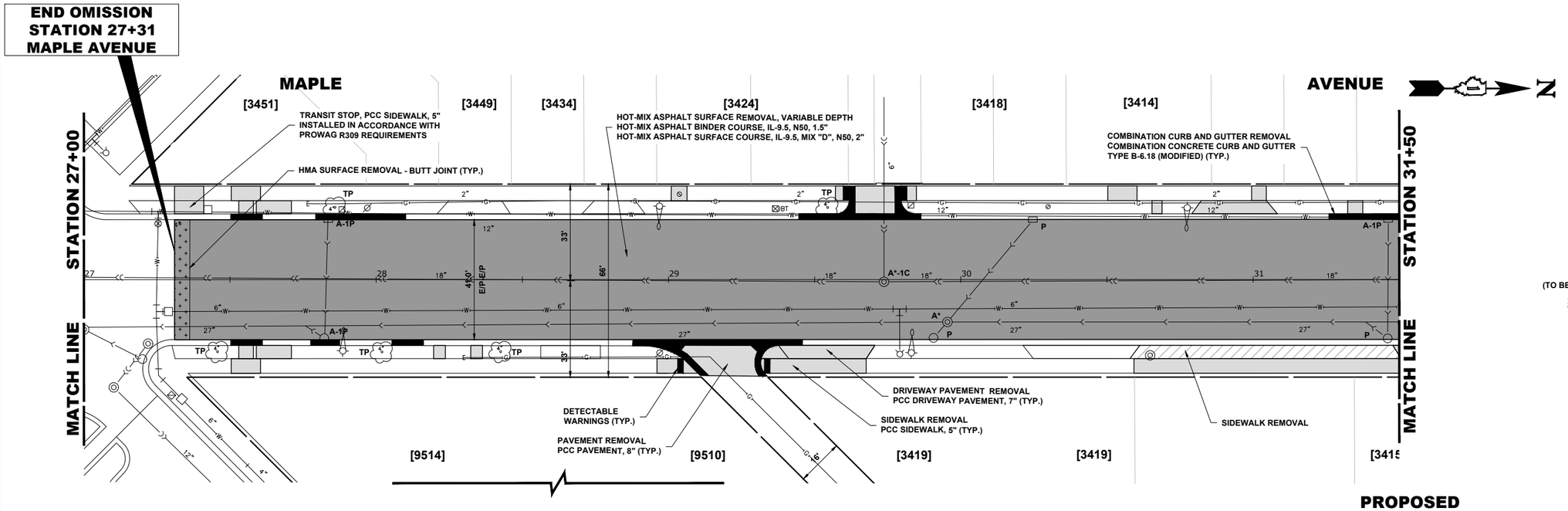

PROPOSED IMPROVEMENTS

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-08)

SYMBOL	DESCRIPTION
A	EXISTING HOT-MIX ASPHALT AREA
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RC	STRUCTURE TO BE RECONSTRUCTED
	EXISTING FIRE HYDRANT
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	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
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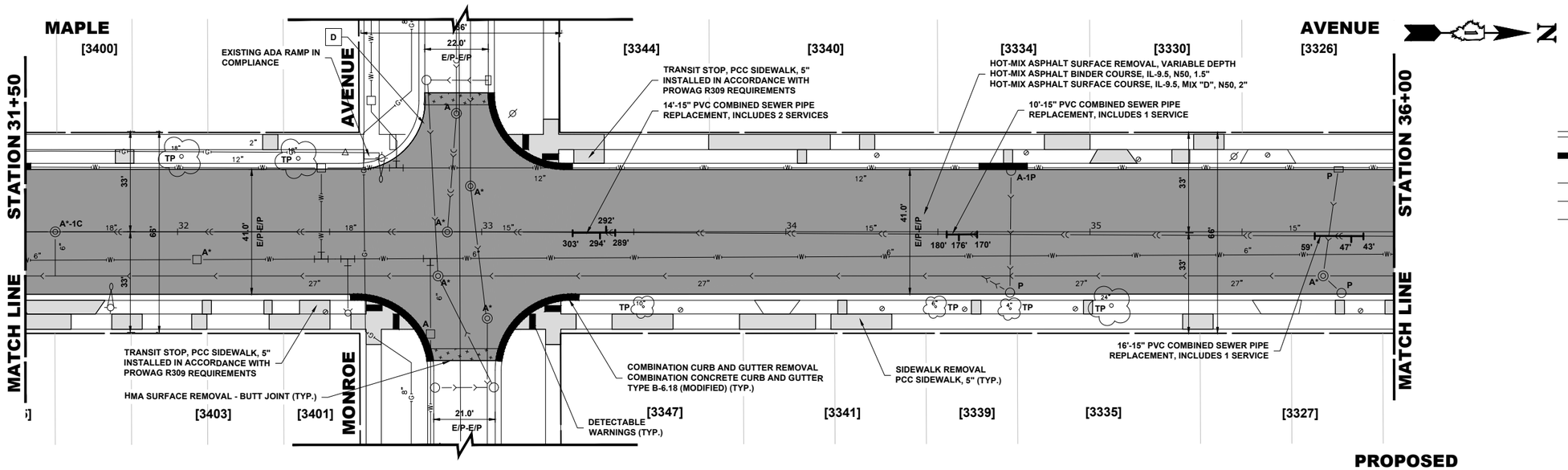
	EXISTING COMBINED SEWER
	EXISTING WATER MAIN
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING



PROPOSED IMPROVEMENTS

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Westchester, IL 60154-2702
Phone: 708/345-0900
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DESIGNED -	-	REVISED -
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CHECKED -	-	REVISED -
DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

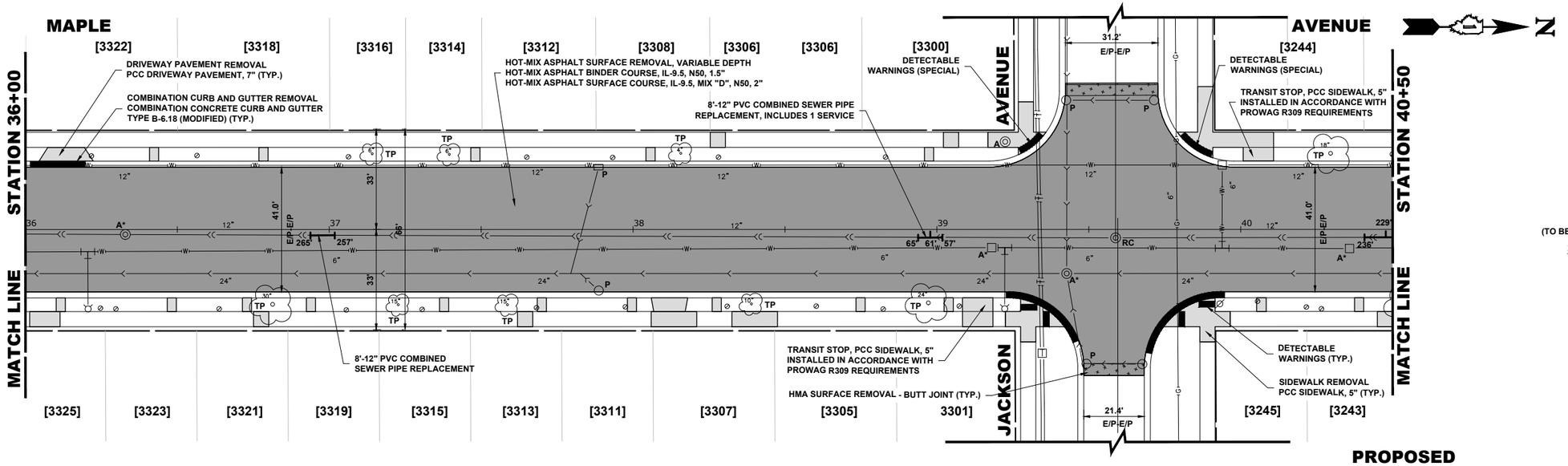
PAVING AND UTILITY PLAN

SCALE: 1"=20' | SHEET NO. 4 OF 6 SHEETS | STA. 27+00 | TO STA. 36+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	18
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

Drawing file: C:\Temp\VicPublish_37808\Maple Ave.dwg Aug 28, 2025 – 5:02pm



PROPOSED IMPROVEMENTS

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-08)

SYMBOL	DESCRIPTION
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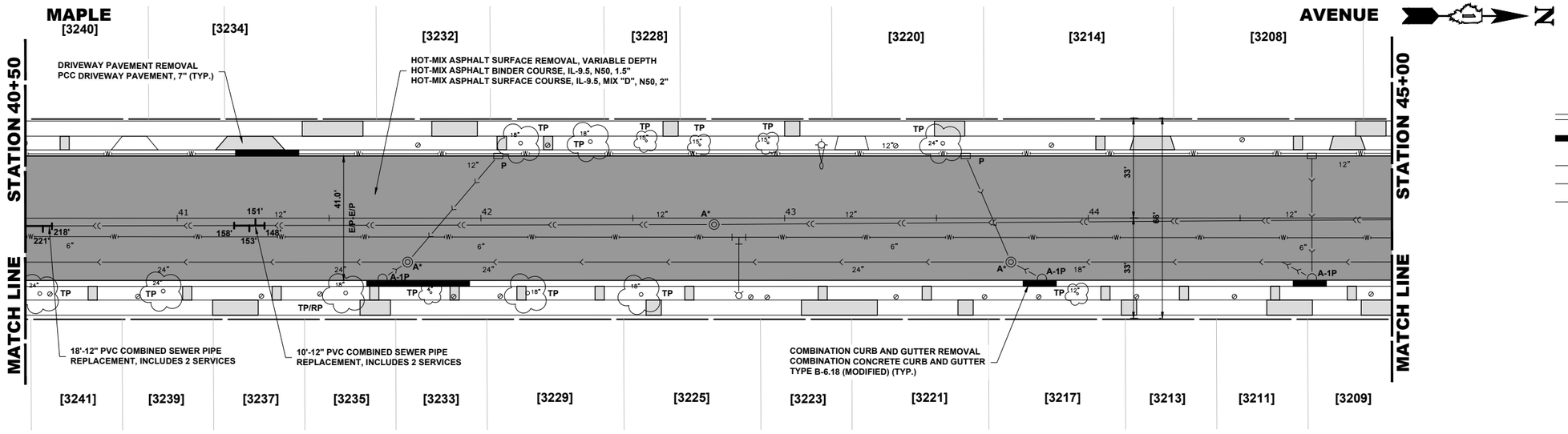

PROPOSED IMPROVEMENTS

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DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

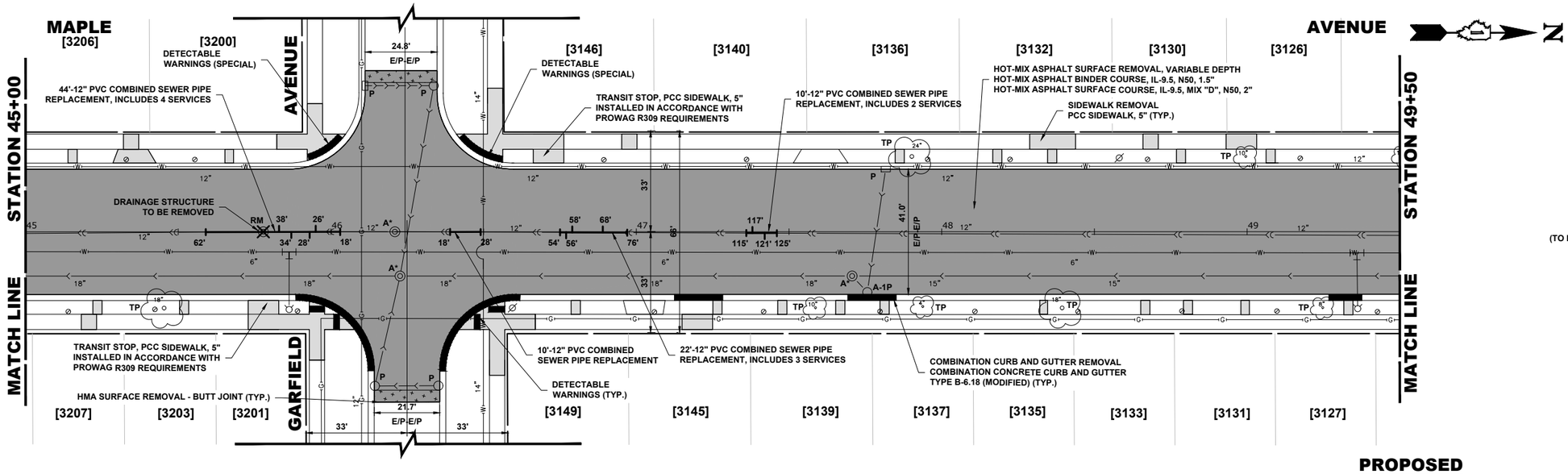
PAVING AND UTILITY PLAN

SCALE: 1"=20' | SHEET NO. 5 OF 6 SHEETS | STA. 36+00 | TO STA. 45+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	19
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-0901

Drawing file: W:\Projects_by_Village\Brookfield\12525059 - Maple Ave\SITE\Maple Ave.dwg Aug 28, 2025 - 10:19am



PROPOSED IMPROVEMENTS

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-08)

SYMBOL	DESCRIPTION
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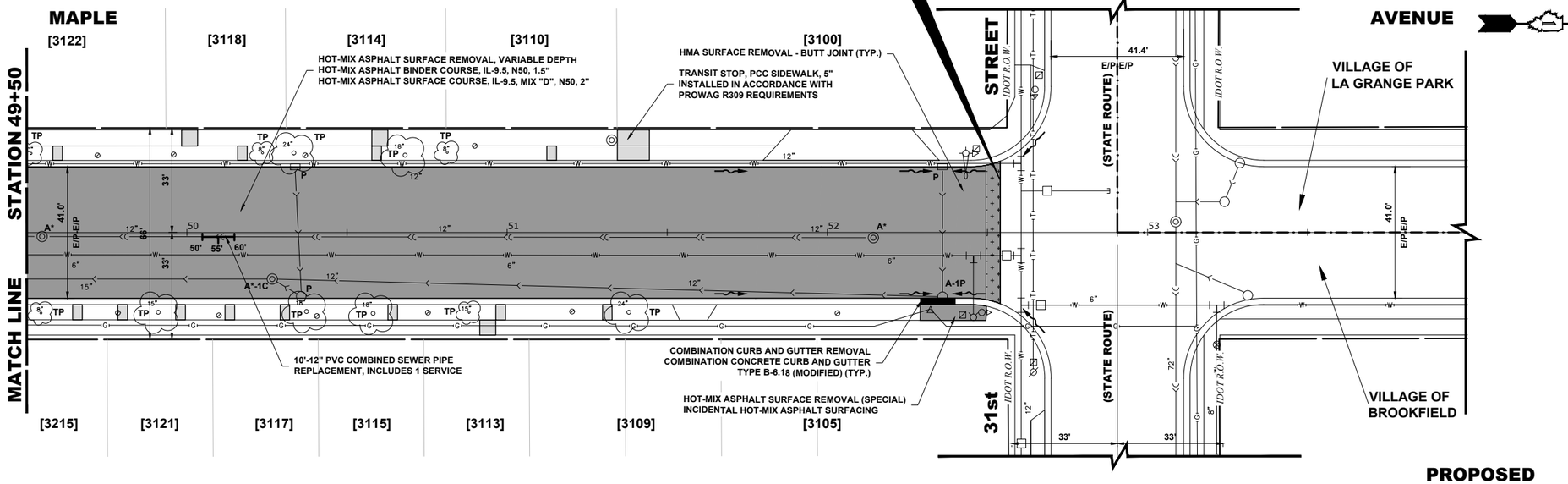
	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
	EXISTING WATER MAIN
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING

END PROJECT STATION 52+54 MAPLE AVENUE



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DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

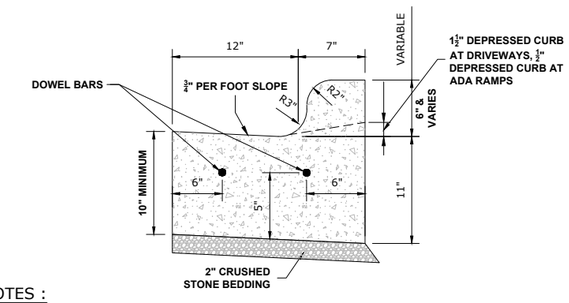
PAVING AND UTILITY PLAN

SCALE: 1"=20' | SHEET NO. 6 OF 6 SHEETS | STA. 45+00 | TO STA. 54+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	20
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-0901

Drawing file: W:\Projects_by_Village\Brookfield\12525059 - Maple Ave\SITE\Maple Ave.dwg Aug 28, 2025 - 10:19am

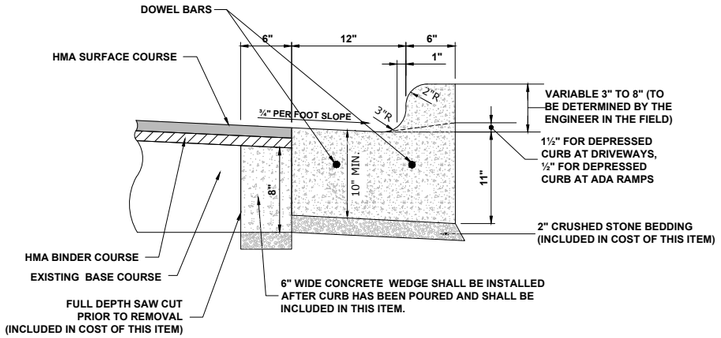


1¾" DEPRESSED CURB AT DRIVEWAYS, ½" DEPRESSED CURB AT ADA RAMPS

NOTES :

1. PROVIDE 2 - 3/4" DIAMETER, 18" LONG EPOXY COATED SMOOTH BARS WITH PLASTIC EXPANSION CAPS AT EACH EXPANSION JOINT.
2. CONTRACTION JOINT - 2" DEEP CONTRACTION JOINTS SHALL BE SAWED AT EQUAL SPACES (NOT EXCEEDING 15 FEET) BETWEEN NORMAL EXPANSION JOINTS, IN THE UPPER 1/3 OF CURB & GUTTERS WITHIN 24 HOURS OF PLACEMENT.

COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12



NOTES :

1. PROVIDE 2 - 3/4" DIAMETER, 18" LONG EPOXY COATED SMOOTH BARS WITH PLASTIC EXPANSION CAPS AT EACH EXPANSION JOINT.
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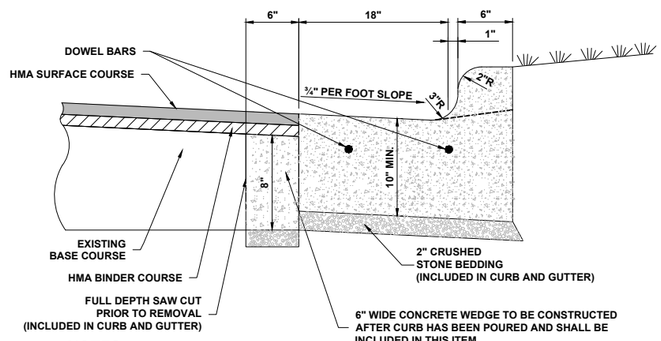
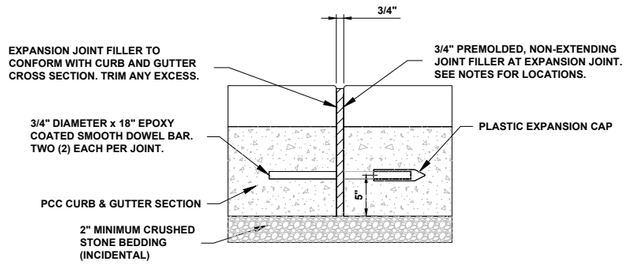
COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 (MODIFIED)



NOTES :

1. PROVIDE 2 - 3/4" DIAMETER, 18" LONG EPOXY COATED SMOOTH BARS WITH PLASTIC EXPANSION CAPS AT EACH EXPANSION JOINT.
2. CONTRACTION JOINT - 2" DEEP CONTRACTION JOINTS SHALL BE SAWED AT EQUAL SPACES (NOT EXCEEDING 15 FEET) BETWEEN NORMAL EXPANSION JOINTS, IN THE UPPER 1/3 OF CURB & GUTTERS WITHIN 24 HOURS OF PLACEMENT.

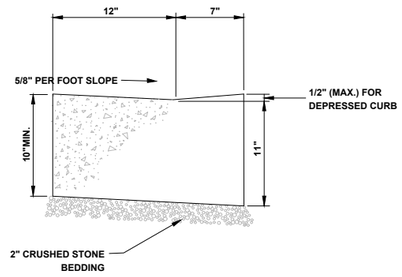
COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 (MODIFIED)



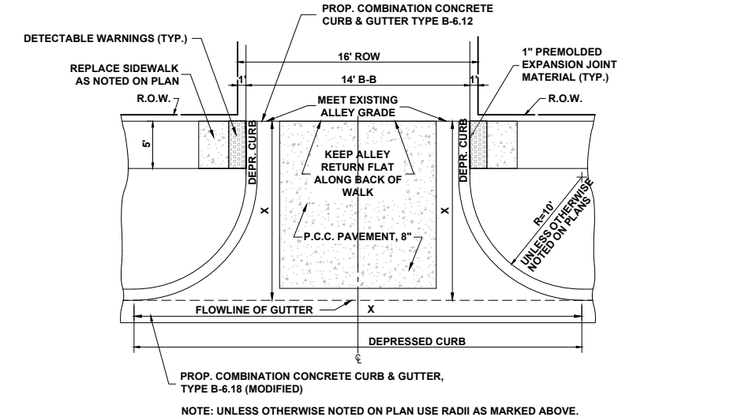
NOTE:

1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL PC'S & PT'S OF INTERSECTION RETURNS AND ALL OTHER SHORT RADIUS SECTIONS, CONSTRUCTION JOINTS, EVERY 50' ON TANGENT SECTIONS, AND AS DIRECTED BY THE ENGINEER.

TYPICAL CURB AND GUTTER EXPANSION JOINT



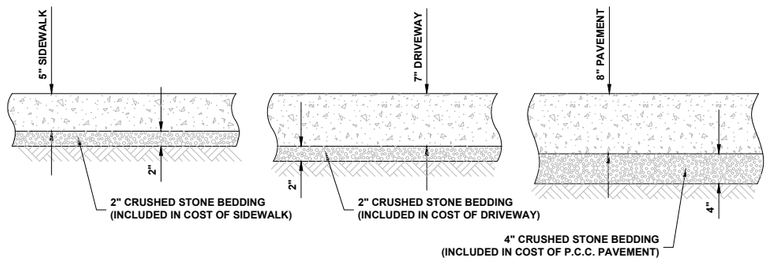
CURB AND GUTTER AT A.D.A. RAMPS



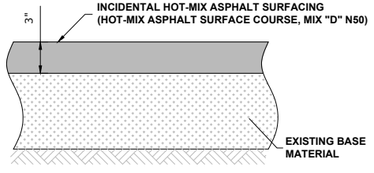
NOTE: UNLESS OTHERWISE NOTED ON PLAN USE RADII AS MARKED ABOVE.

* LENGTH OF CURB TO BE MEASURED FOR PAVEMENT NOTATED BY "X"

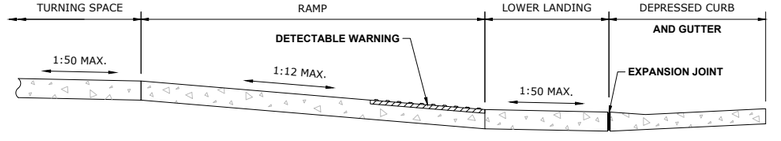
ALLEY RETURN



TYPICAL P.C.C. SIDEWALK, DRIVEWAY, AND ALLEY PAVEMENT



INCIDENTAL HOT-MIX ASPHALT SURFACING



THE RUNNING SLOPE OF THE CURB RAMP SHALL NOT REQUIRE THE CURB LENGTH TO EXCEED 15'.

ADA RAMP

HANCOCK ENGINEERING
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Municipal Consultants
Established 1911
7703 Roosevelt Road
Westchester, IL 60154-2782
Phone: 708/865-0900
www.wehancock.com

DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, LW, SA	REVISED -
CHECKED -	-	REVISED -
DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

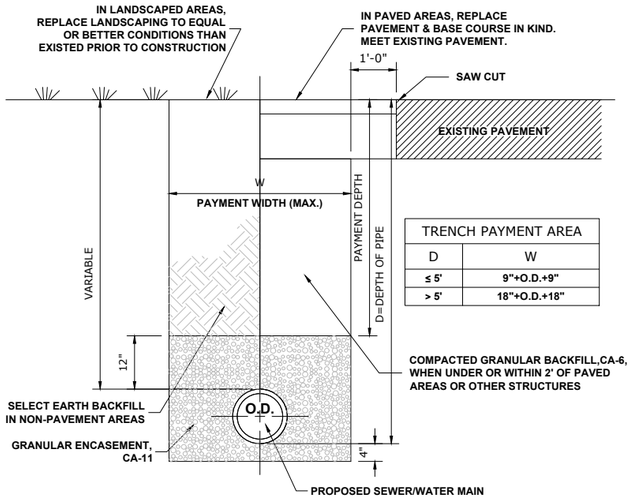
PAVING AND UTILITY DETAILS

SCALE: - | SHEET NO. 1 OF 2 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	21
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

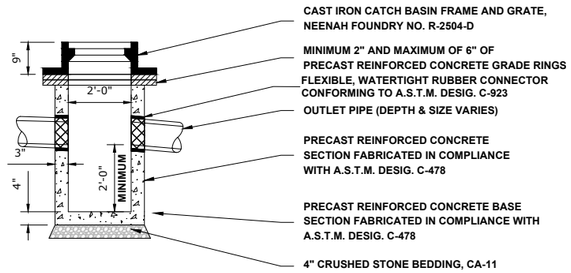
E.H.E. PROJECT NO. 125-25-05901

Drawing file: W:\Projects_by_Village\Brookfield\125250S9 - Maple Ave\DETAILS.dwg Aug 28, 2025 - 10:19am

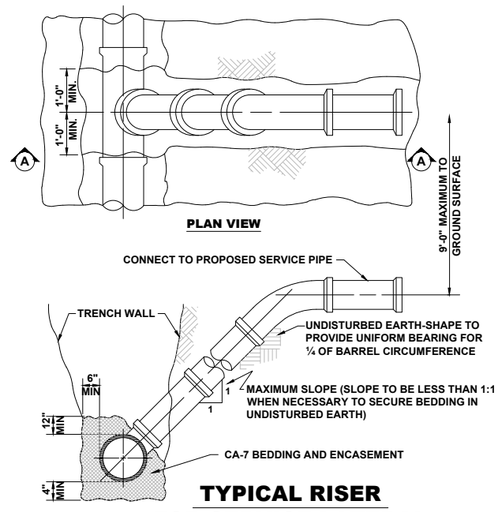


TRENCH PAYMENT AREA	
D	W
≤ 5'	9"+O.D.+9"
> 5'	18"+O.D.+18"

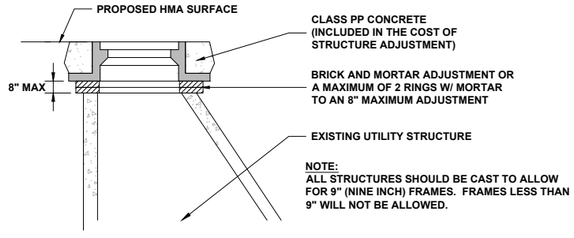
TYPICAL SEWER AND WATER MAIN TRENCH



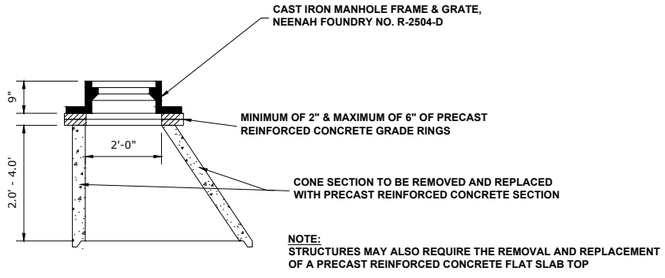
CATCH BASIN, TYPE "C"



TYPICAL RISER FOR SERVICE LATERAL



STRUCTURE ADJUSTMENT



STRUCTURE RECONSTRUCTION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVING AND UTILITY DETAILS

SCALE: - | SHEET NO. 2 OF 2 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	22
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

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EROSION AND SEDIMENT CONTROL PLAN

THE EXISTING LAND COVER CONSISTS OF PAVED STREETS WITH MINOR GRASS PARKWAYS LOCATED IN A RESIDENTIAL AREA. THE AREAS ADJACENT TO THE PROJECT SITE ARE COMPRISED OF DENSE RESIDENTIAL PROPERTIES. FLOOD PROTECTION AREAS AND POINTS OF DISCHARGE TO JURISDICTIONAL WATERS OF THE U.S. DO NOT EXIST ON THIS PROJECT. WE DO NOT BELIEVE THERE ARE ANY AREAS SUSCEPTIBLE TO EROSION OR SEDIMENTATION DUE TO THESE IMPROVEMENTS. SOIL DATA IS NOT AVAILABLE BUT, PAST PROJECTS IN THE SUBJECT VILLAGE CONCLUDE THAT THE EXISTING SOIL CONSISTS OF CLAY WITH SOME MINOR SILT AND TRACES OF SAND.

PRIOR TO ANY SOIL/PAVEMENT DISTURBANCE, INLET FILTER ASSEMBLIES SHALL BE INSTALLED AS SHOWN ON PLANS.

THE INLET FILTER ASSEMBLY SHALL BE APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO ORDERING AND INSTALLATION. THE INLET FILTER SHALL BE INSPECTED WEEKLY AND AFTER A 0.5 INCH RAIN EVENT BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED INLET FILTER WILL BE PER MANUFACTURE RECOMMENDATIONS AND WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE INSPECTION AFTER A RUNOFF EVENT, SEDIMENT REMOVAL AT 50% CAPACITY, AND REPAIRS/REPLACEMENT AS NEEDED.

PRIOR TO ANY PORTLAND CEMENT CONCRETE (PCC) POUR, CONCRETE WASHOUT BOXES SHALL BE INSTALLED AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

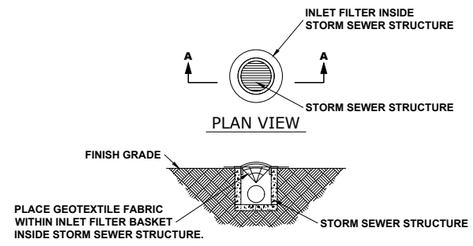
CONCRETE WASHOUT BOXES ARE REQUIRED FOR THIS PROJECT AND WILL CONSIST OF A BARRIER WALL LINED WITH 30-MIL POLYETHYLENE OR AN ENGINEER APPROVED EQUAL WASHOUT. CONCRETE WASHOUT BOXES OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE PLAN FOR THE CONCRETE WASHOUT BOX SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO INSTALLATION AND WILL BE INSPECTED AFTER INSTALLATION. THE WASHOUT BOX SHALL BE INSPECTED PRIOR TO A CONCRETE POUR AND AFTER A CONCRETE POUR BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

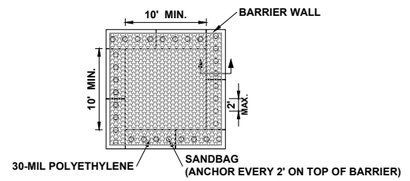
MAINTENANCE OF THE PROPOSED CONCRETE WASHOUT BOXES WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE REPLACING DAMAGED LINER, DISPOSING OF SOLIDIFIED CONCRETE WASHOUT, AND REMOVAL OF ANY DISCHARGES WITHIN 24 HOURS.

NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. SOIL STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE RESIDENT ENGINEER.
4. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS. PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
5. INLET FILTER SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETED. FILTERS WILL BE INSPECTED WEEKLY AND THE CONTRACTOR WILL BE NOTIFIED OF ANY CORRECTIVE MEASURES THAT WILL BE REQUIRED TO BE MADE BY THE CONTRACTOR.



INLET FILTER



SANDBAG ANCHOR

BARRIER WALL ANCHOR SECTION

NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT

LEGEND

SYMBOL	DESCRIPTION
◆	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
▣	CONCRETE WASHOUT

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES

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EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 40' | SHEET NO. 1 OF 3 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	23
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

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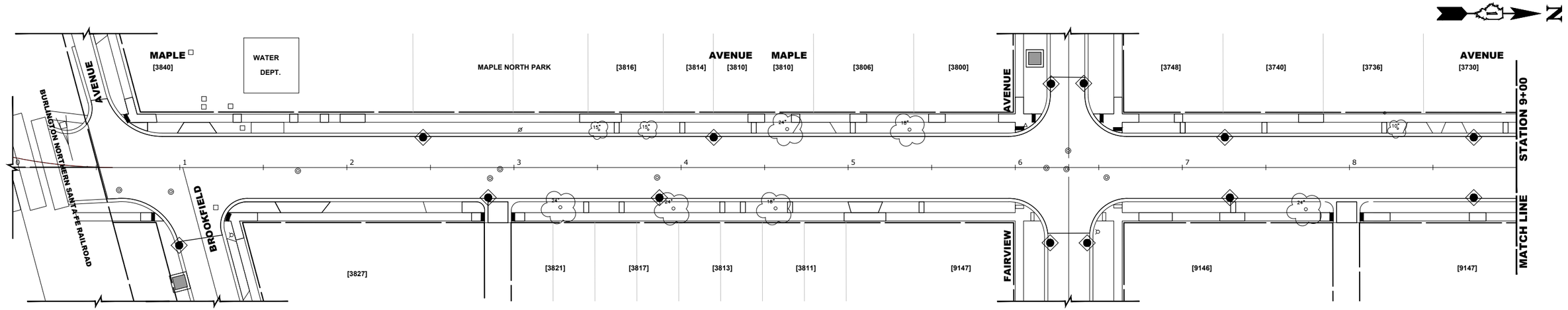

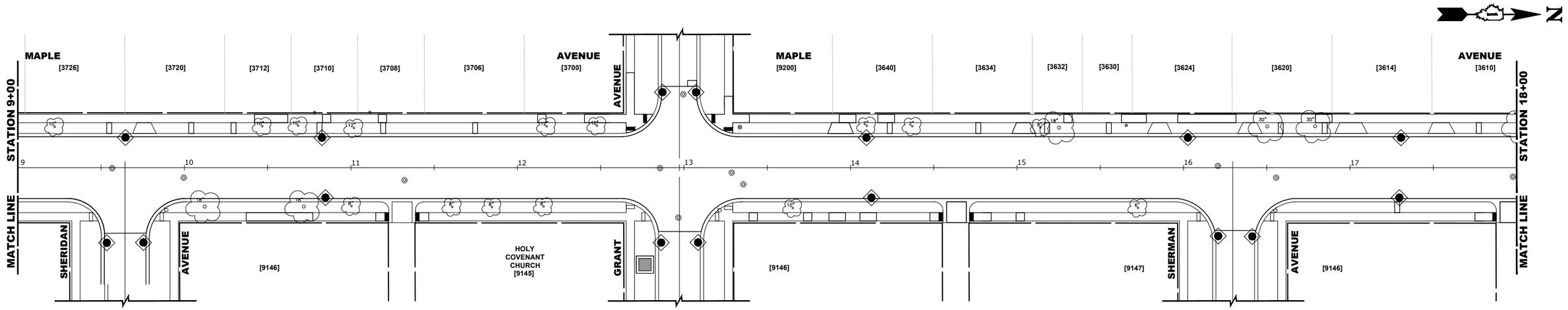

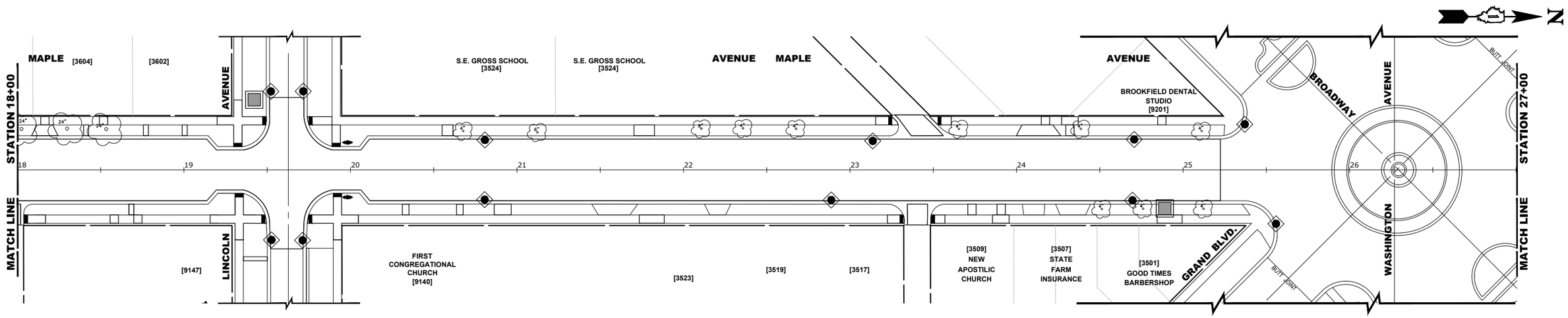

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EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 30' | SHEET NO. 2 OF 3 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	24
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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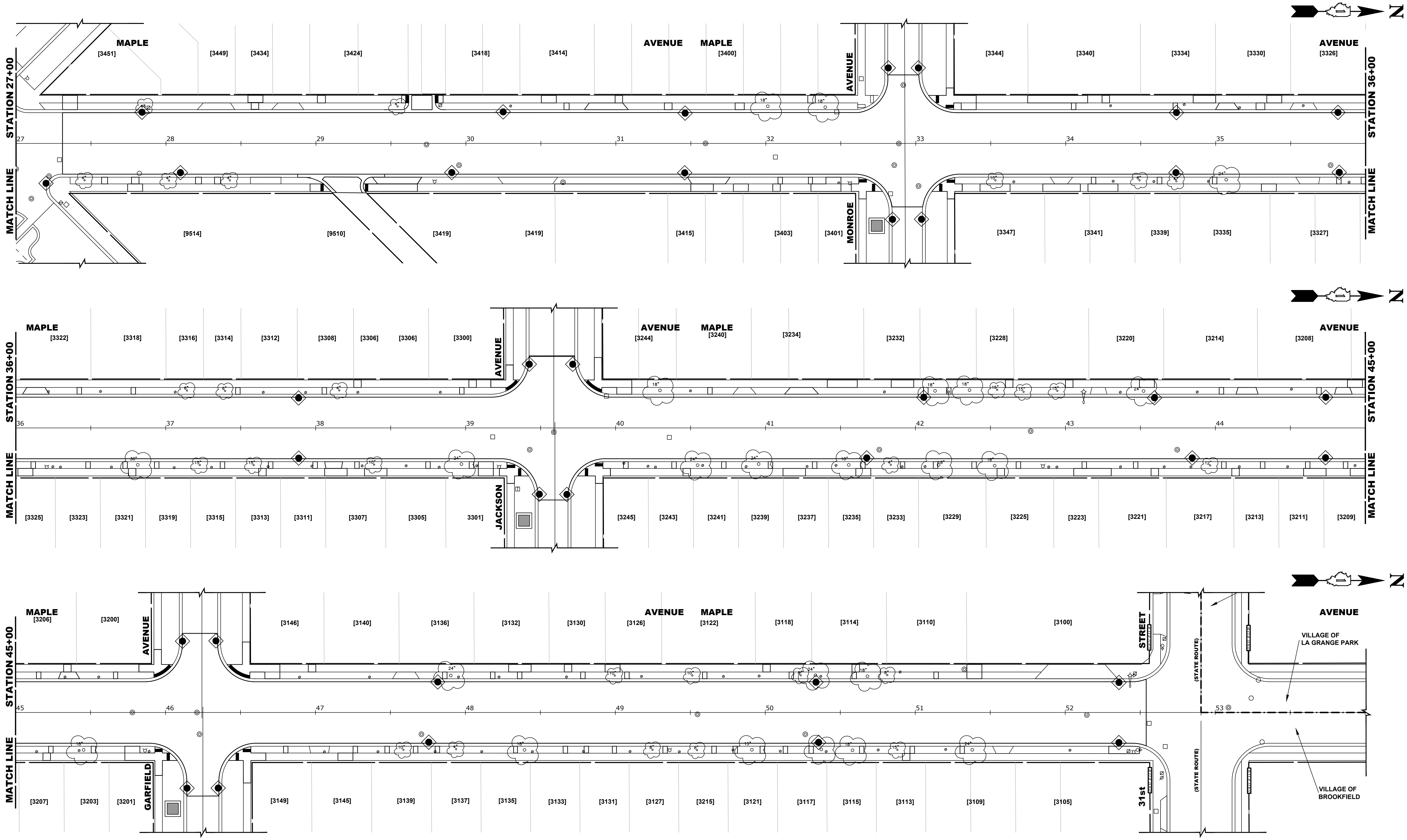

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DATE -	8-28-25	REVISED -	

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EROSION AND SEDIMENT CONTROL PLAN

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MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	25
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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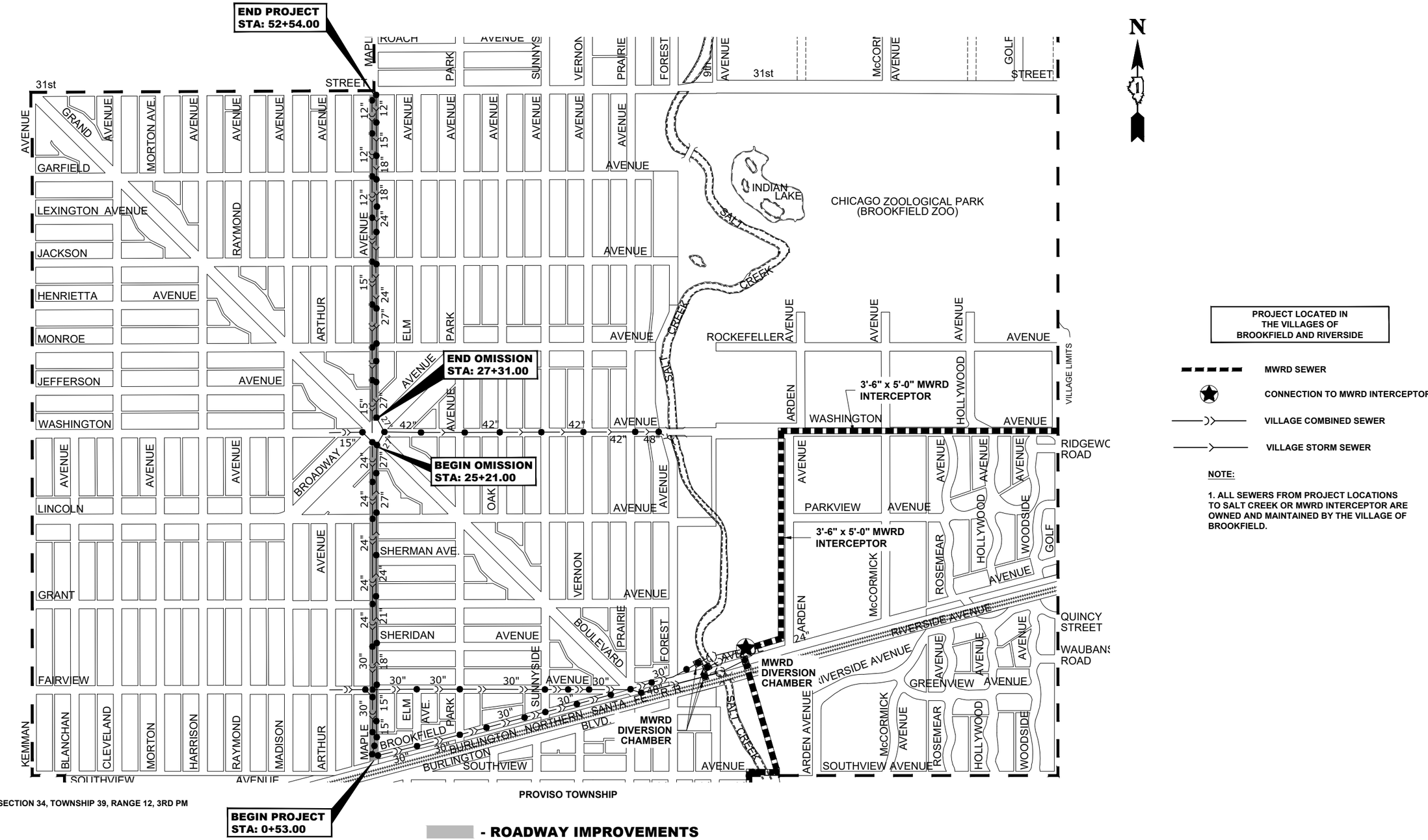

- ROADWAY IMPROVEMENTS

ROUTE OUTLET MAP

NOTE:

1. ALL SEWERS FROM PROJECT LOCATIONS TO SALT CREEK OR MWRD INTERCEPTOR ARE OWNED AND MAINTAINED BY THE VILLAGE OF BROOKFIELD.

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M.W.R.D.G.C. ROUTE OUTLET MAP

SCALE: NTS | SHEET NO. 1 OF 1 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	26
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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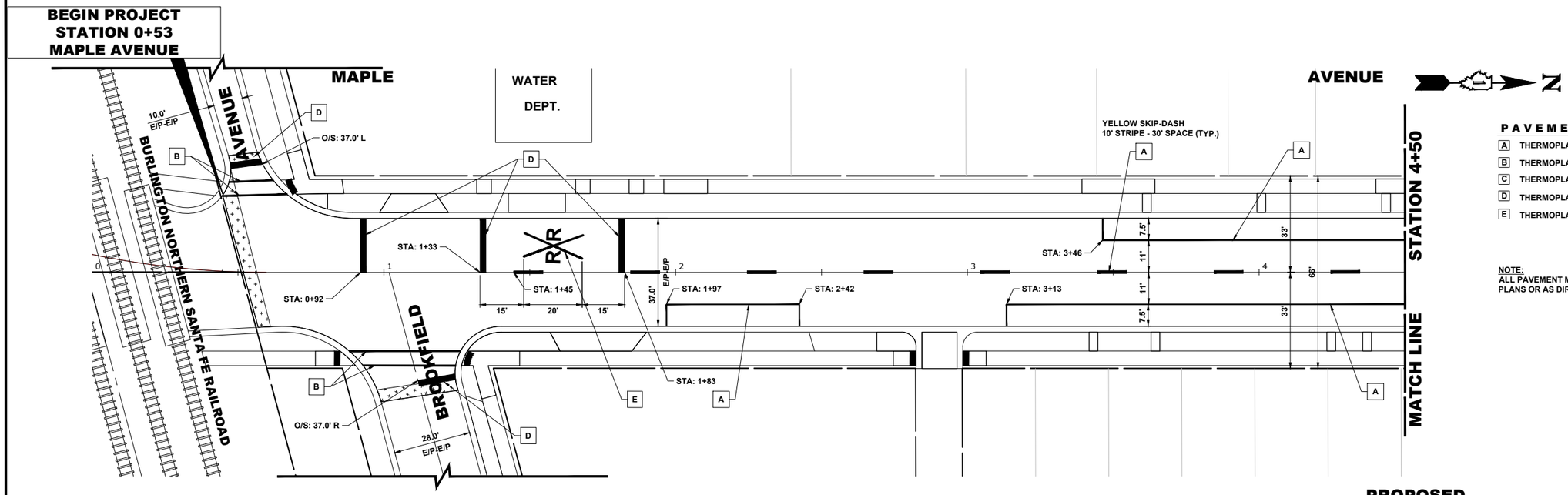
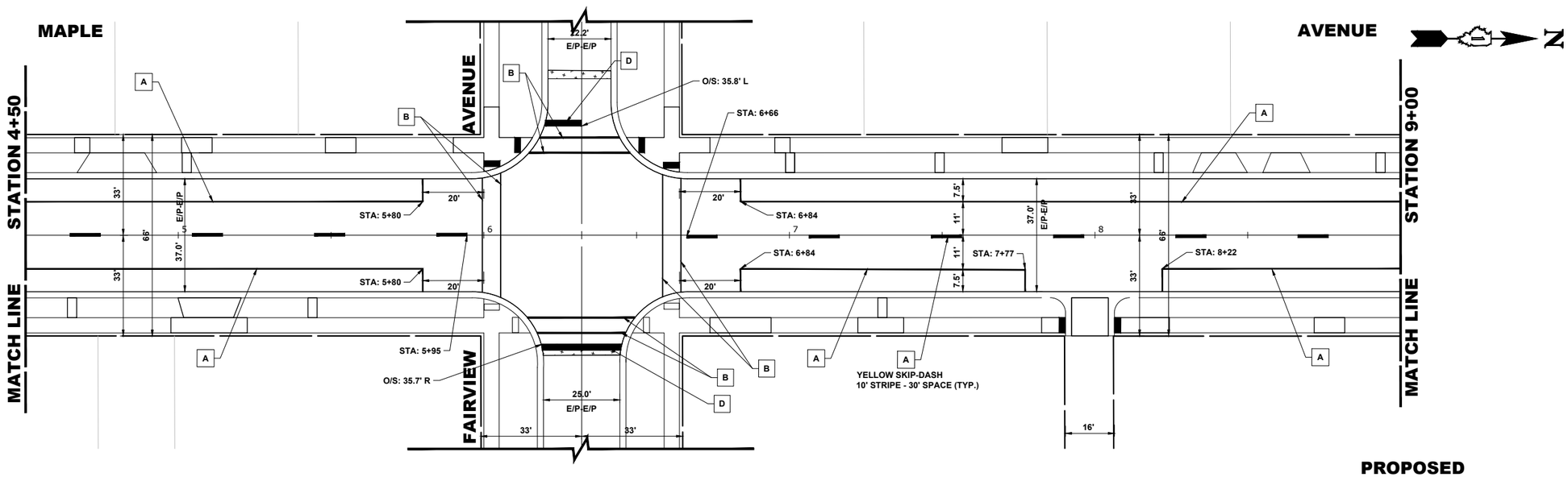


PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING – LINE, 4"
B	THERMOPLASTIC PAVEMENT MARKING – LINE, 6"
C	THERMOPLASTIC PAVEMENT MARKING – LINE, 12"
D	THERMOPLASTIC PAVEMENT MARKING – LINE, 24"
E	THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS

NOTE:
ALL PAVEMENT MARKINGS ARE WHITE UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER

PROPOSED IMPROVEMENTS



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PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 6 SHEETS | STA. 0+00 | TO STA. 9+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	27
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-06901

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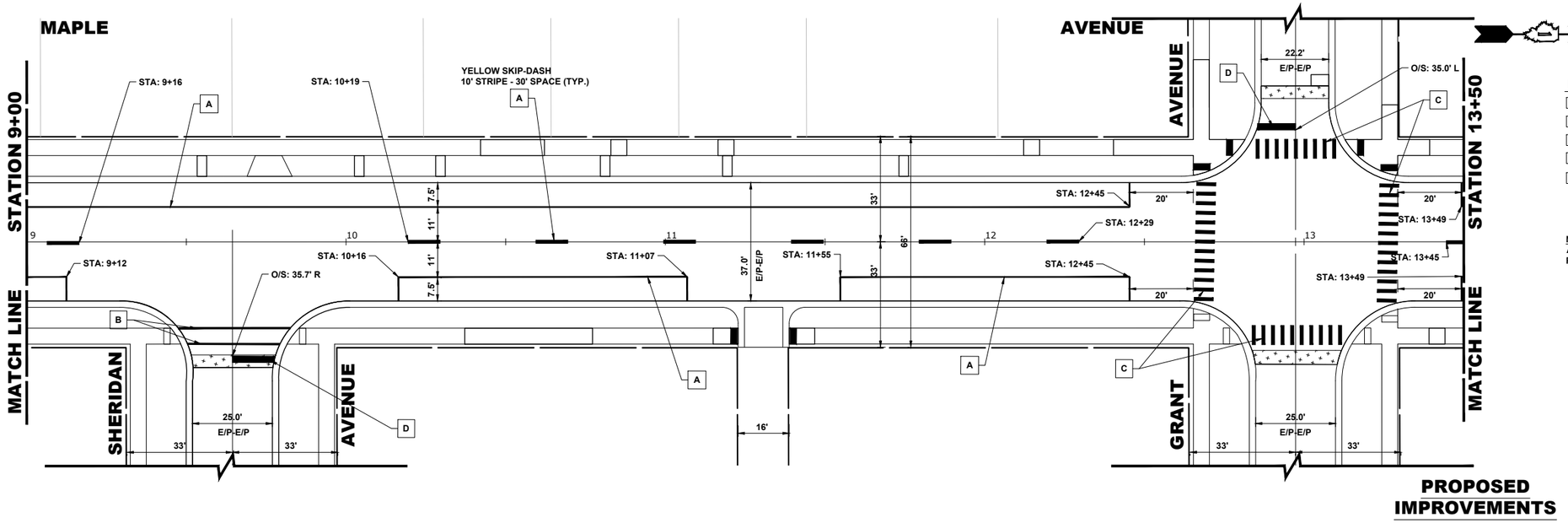

PROPOSED IMPROVEMENTS

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING – LINE, 4"
B	THERMOPLASTIC PAVEMENT MARKING – LINE, 6"
C	THERMOPLASTIC PAVEMENT MARKING – LINE, 12"
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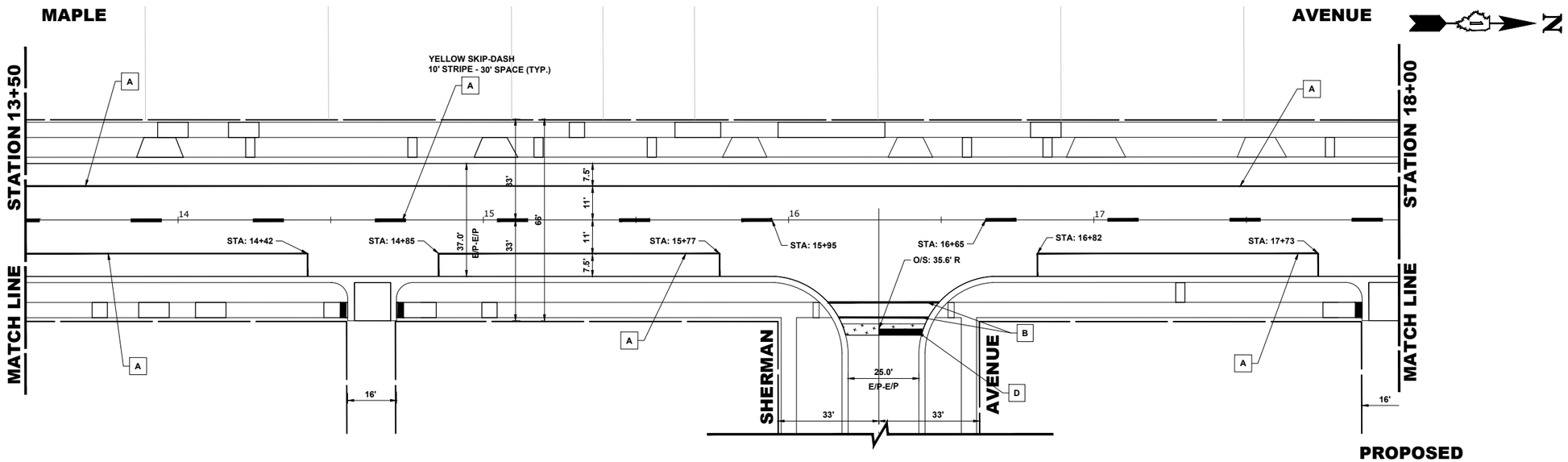

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PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET NO. 2 OF 6 SHEETS | STA. 9+00 | TO STA. 18+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	28
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-06901

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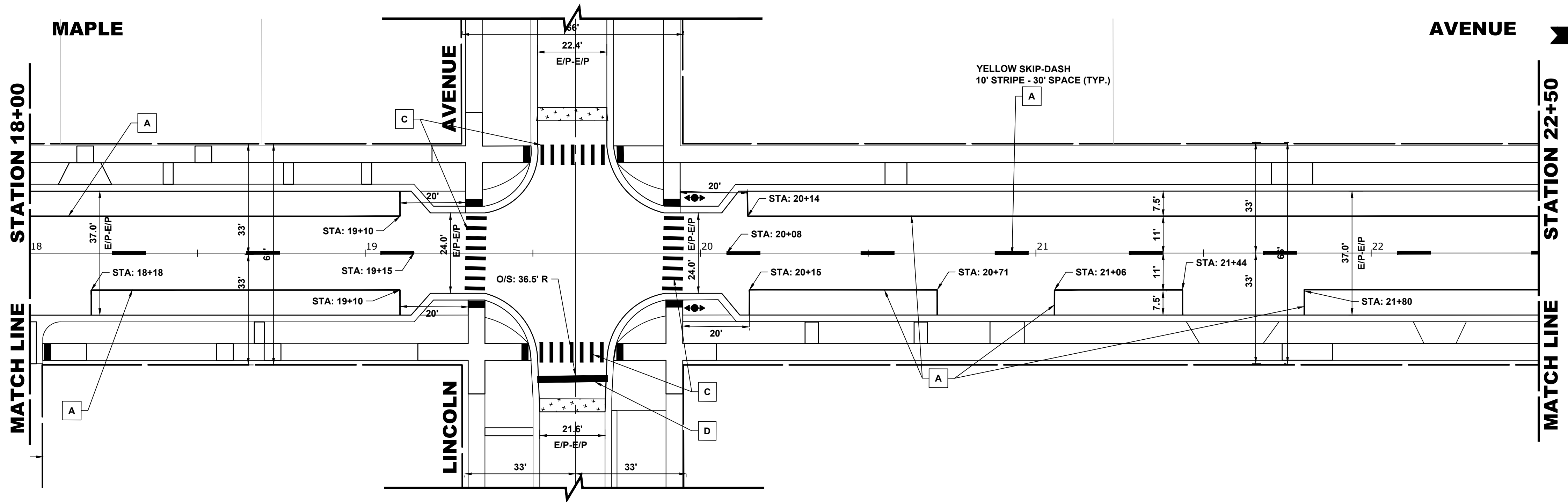

PROPOSED IMPROVEMENTS

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING – LINE, 4"
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E	THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS

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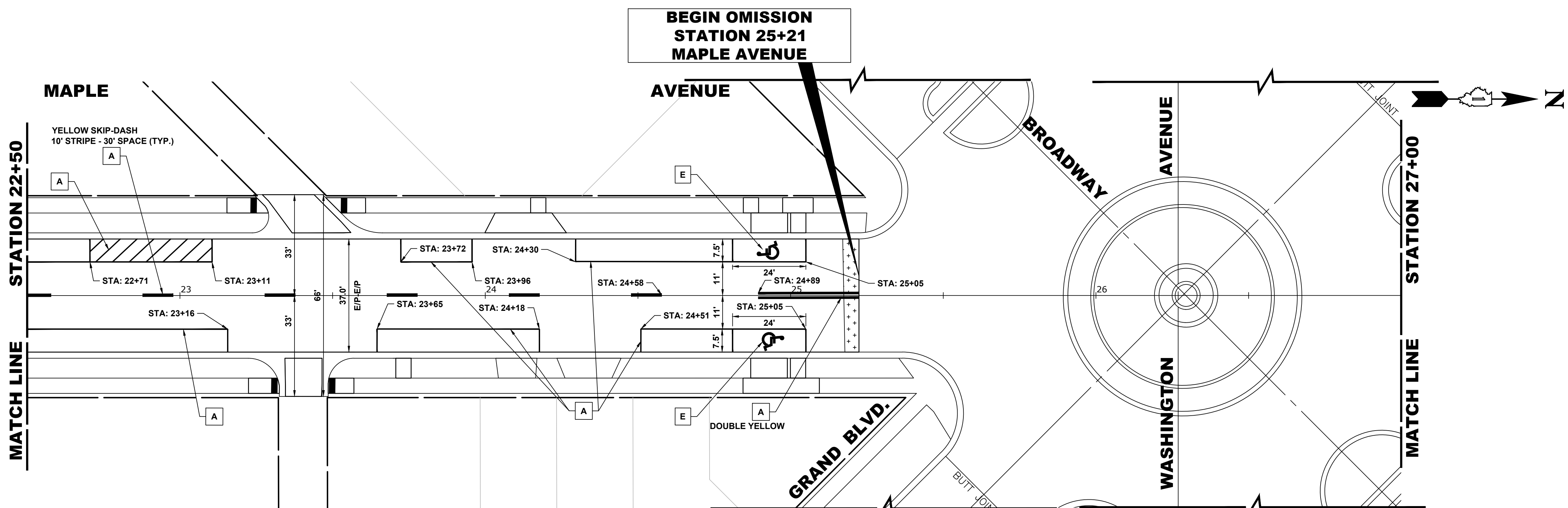

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PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET NO. 3 OF 6 SHEETS | STA. 18+00 | TO STA. 27+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	29
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
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E.H.E. PROJECT NO. 125-25-05901

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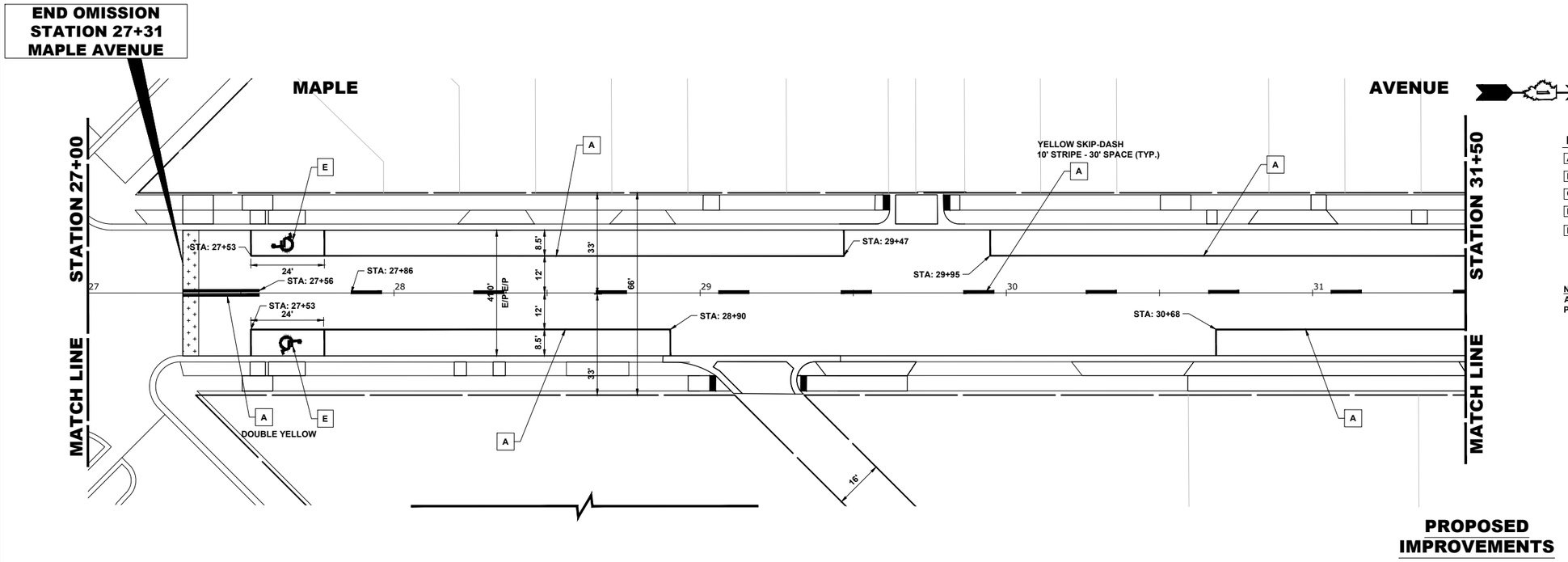

PAVEMENT MARKING LEGEND TABLE

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E	THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS

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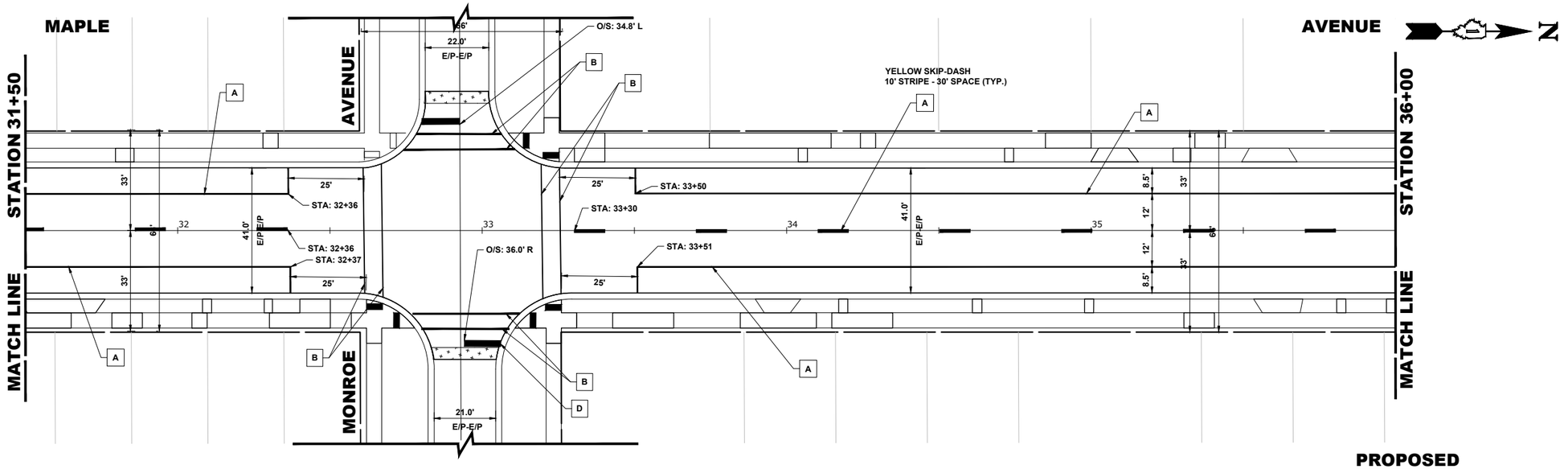
PROPOSED IMPROVEMENTS



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PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET NO. 4 OF 6 SHEETS | STA. 27+00 | TO STA. 36+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	30
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
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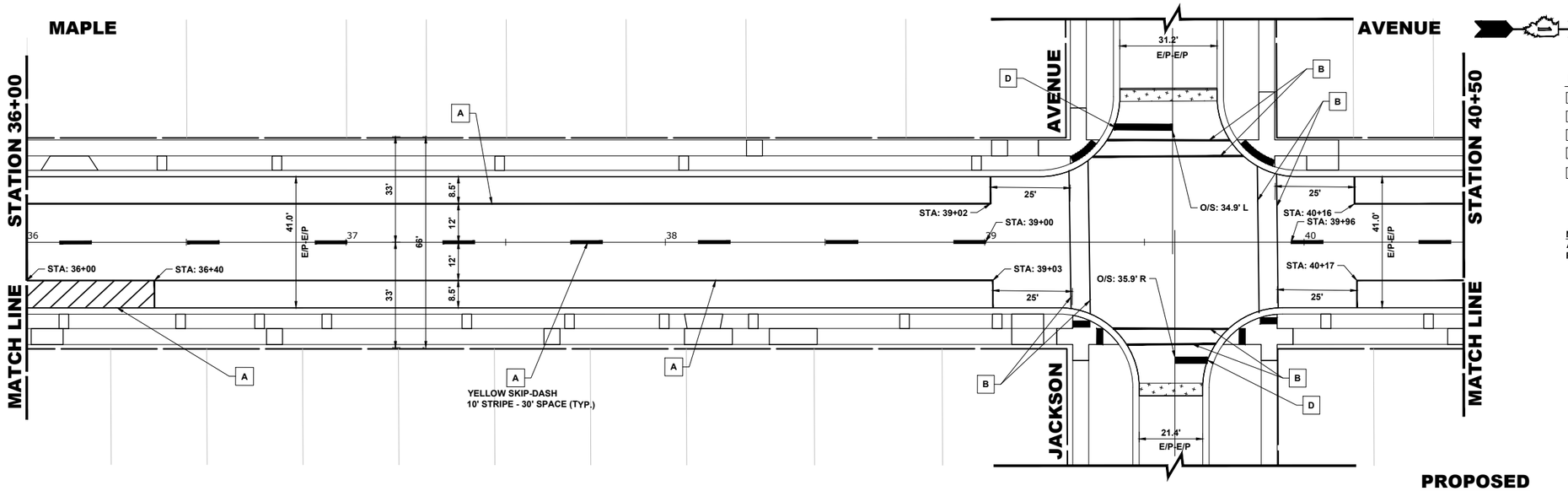

PROPOSED IMPROVEMENTS

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING – LINE, 4"
B	THERMOPLASTIC PAVEMENT MARKING – LINE, 6"
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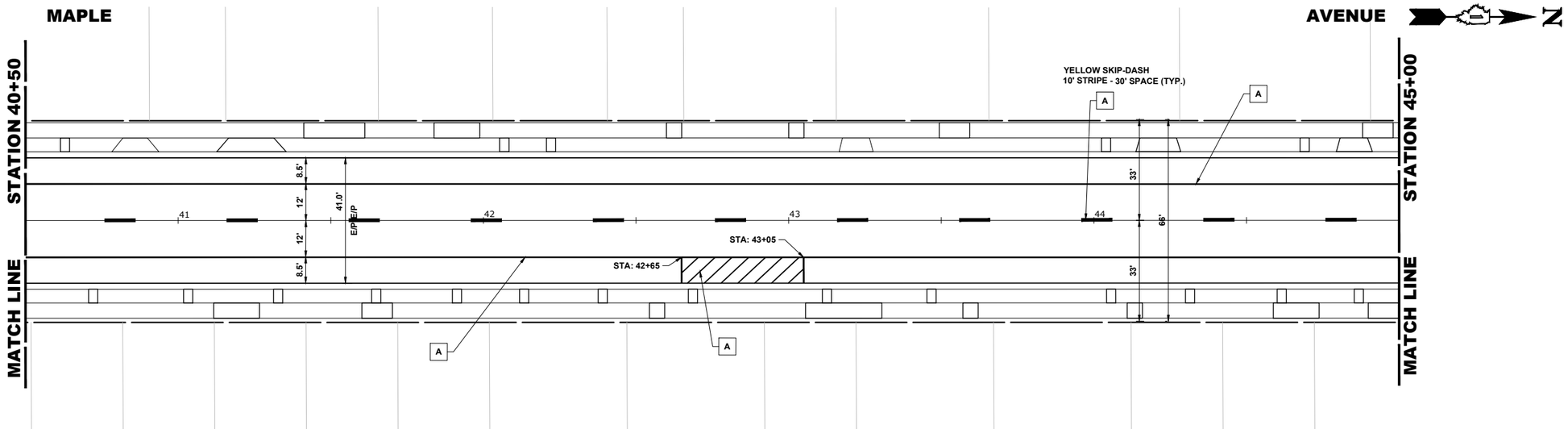

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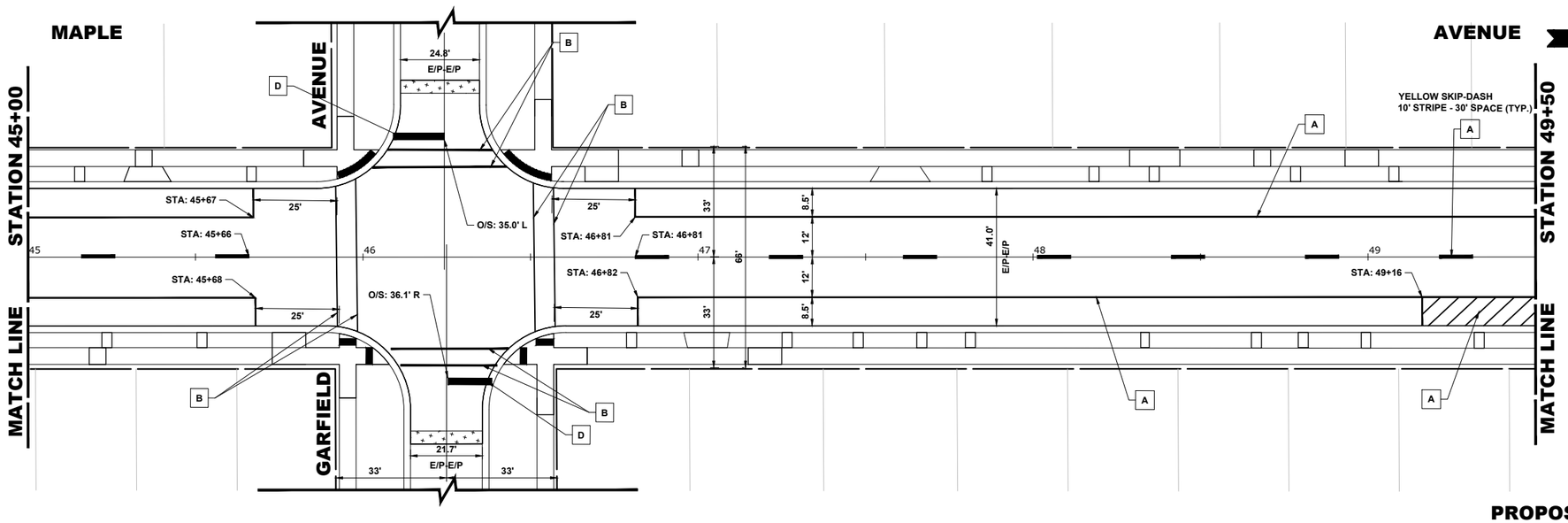
PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET NO. 5 OF 6 SHEETS | STA. 36+00 | TO STA. 45+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	31
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-06901

Drawing file: W:\Projects_by_Village\Brookfield\12525059 – Maple Ave\SITE\Maple Ave.dwg Aug 28, 2025 – 10:54am

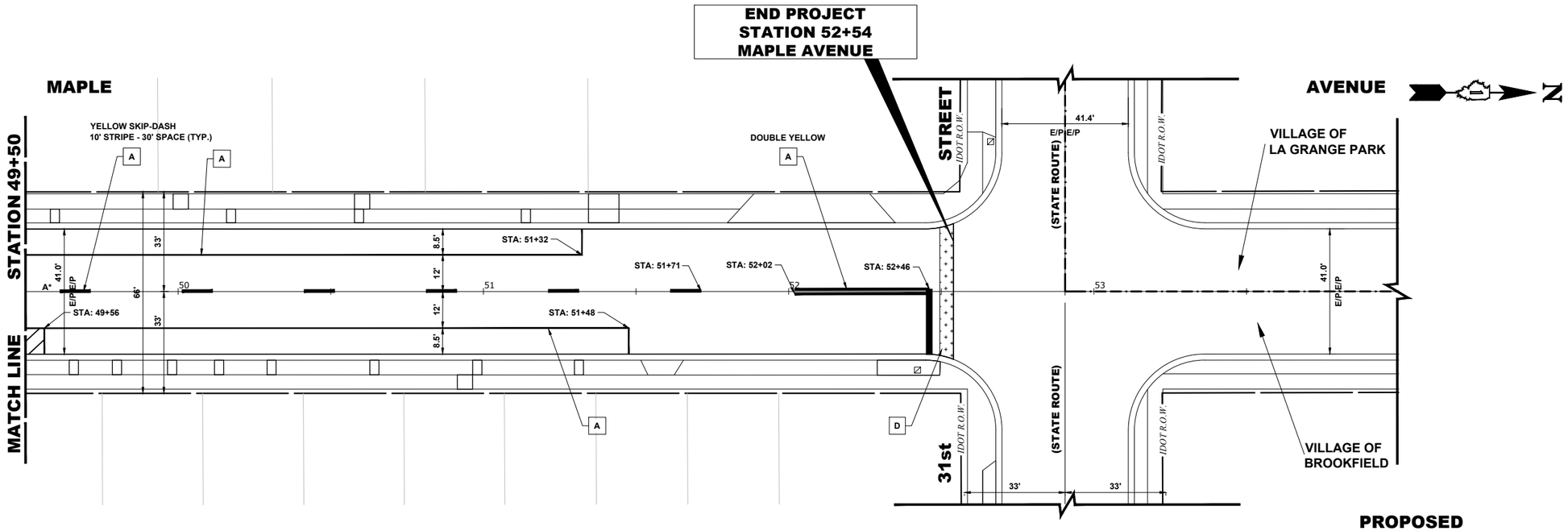


PROPOSED IMPROVEMENTS

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING – LINE, 4"
B	THERMOPLASTIC PAVEMENT MARKING – LINE, 6"
C	THERMOPLASTIC PAVEMENT MARKING – LINE, 12"
D	THERMOPLASTIC PAVEMENT MARKING – LINE, 24"
E	THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS

NOTE:
ALL PAVEMENT MARKINGS ARE WHITE UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER



PROPOSED IMPROVEMENTS

HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911
7703 Roosevelt Road
Westchester, IL 60154-2702
Phone: 708/865-0900
www.ahancock.com

DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, LW, SA	REVISED -
CHECKED -	-	REVISED -
DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET NO. 6 OF 6 SHEETS | STA. 45+00 | TO STA. 54+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	32
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

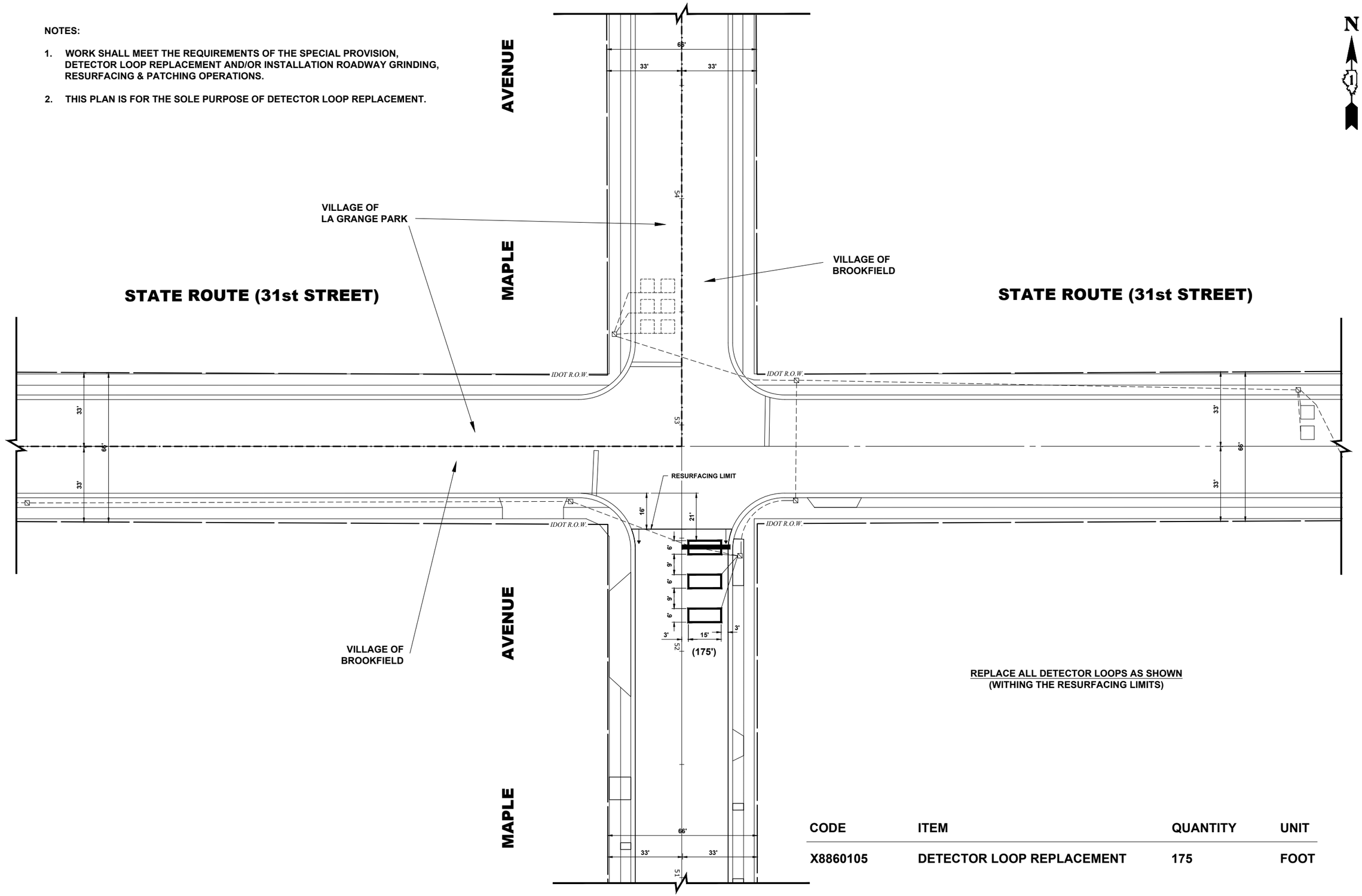
E.H.E. PROJECT NO. 125-25-05901

Drawing file: W:\Projects_by_Village\Brookfield\12525059 – Maple Ave\SITE\Maple Ave.dwg Aug 28, 2025 – 10:54am

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS.

2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHING THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
X8860105	DETECTOR LOOP REPLACEMENT	175	FOOT

HANCOCK ENGINEERING
100+ Years of Excellence
Civil Engineers
Municipal Consultants
Established 1911
7108 Roosevelt Road
Westchester, IL 60154-2782
Phone: 708/345-0900
www.hancockeng.com

DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, LW, SA	REVISED -
CHECKED -	-	REVISED -
DATE -	8-28-25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN

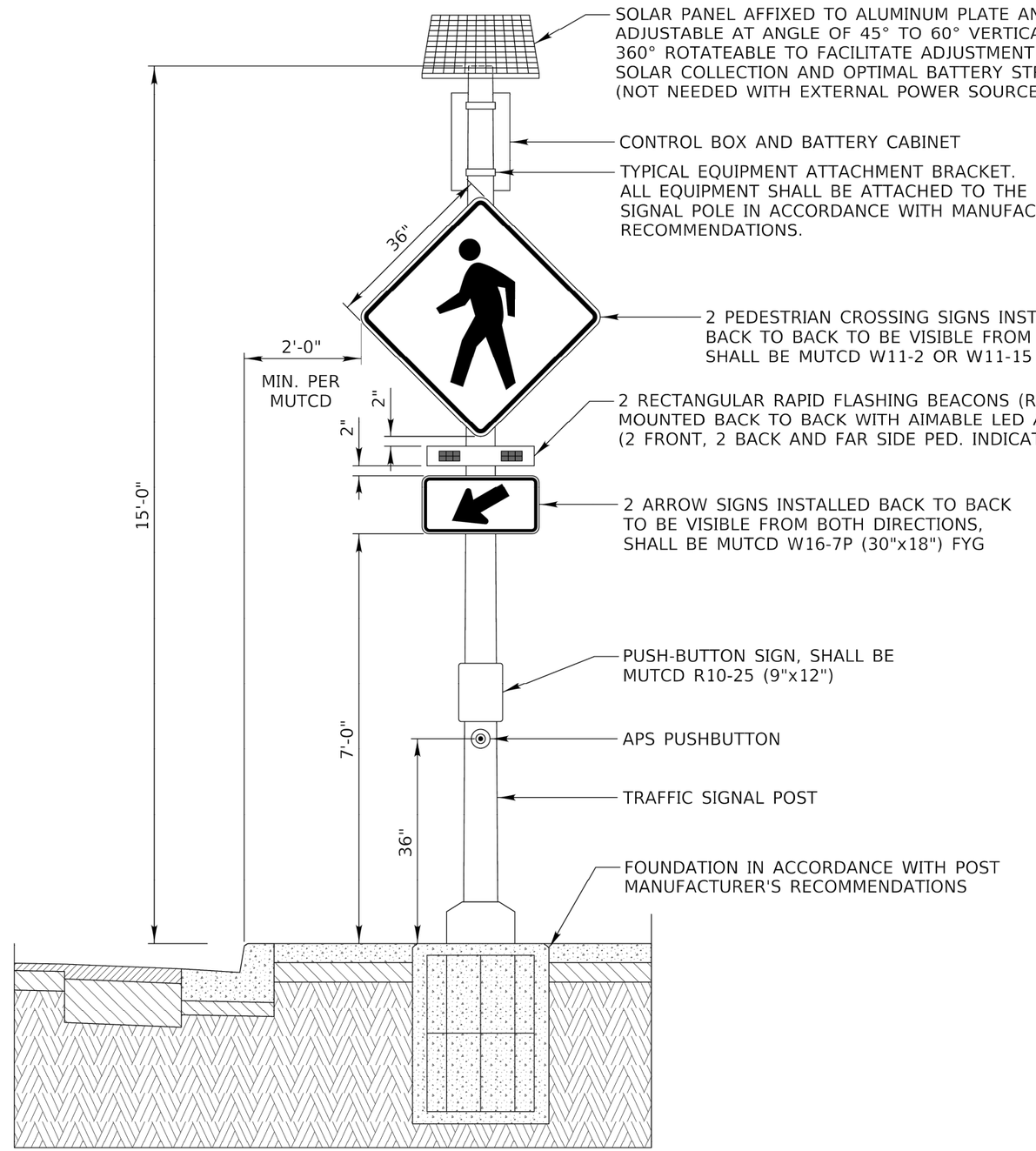
SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	33

FIELD BOOK NO. : -
CONTRACT NO. 61L89
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

E.H.E. PROJECT NO. 125-25-06901

Drawing file: W:\Projects_by_Village\Brookfield\125250S9 – Maple Ave\SITE\Maple Ave.dwg Aug 28, 2025 – 4:59pm



HANCOCK ENGINEERING
CIVIL Engineers
Municipal Consultants
Established 1911
7950 Roosevelt Road
Westchester, IL 60154-2782
Phone: 708/865-0800
www.hancockeng.com

DESIGNED - -	REVISED -
DRAWN -	REVISED -
CHECKED - -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

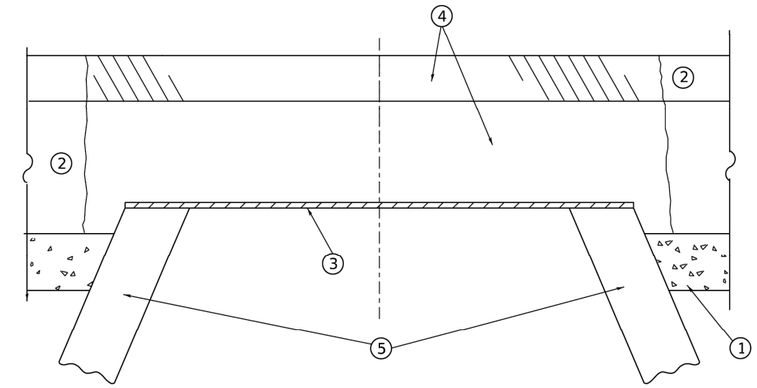
RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL

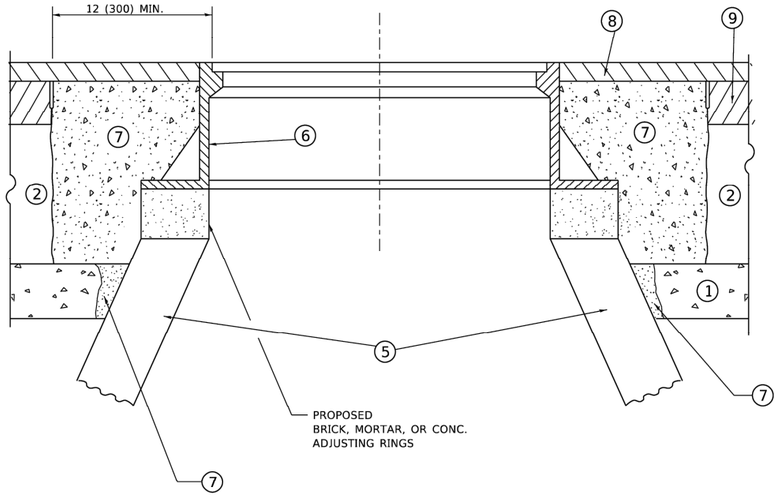
SCALE: NTS | SHEET NO. 1 OF 1 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	34
FIELD BOOK NO. : -		CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

Drawing file: W:\Projects_by_Village\Brookfield\12525059 - Maple Ave\IDOT Standard.dwg Aug 28, 2025 - 10:47am





DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS PP-2* CONCRETE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - R. BORO 12-06-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22	
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23	

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	35
	BD600-03 (BD-8)	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

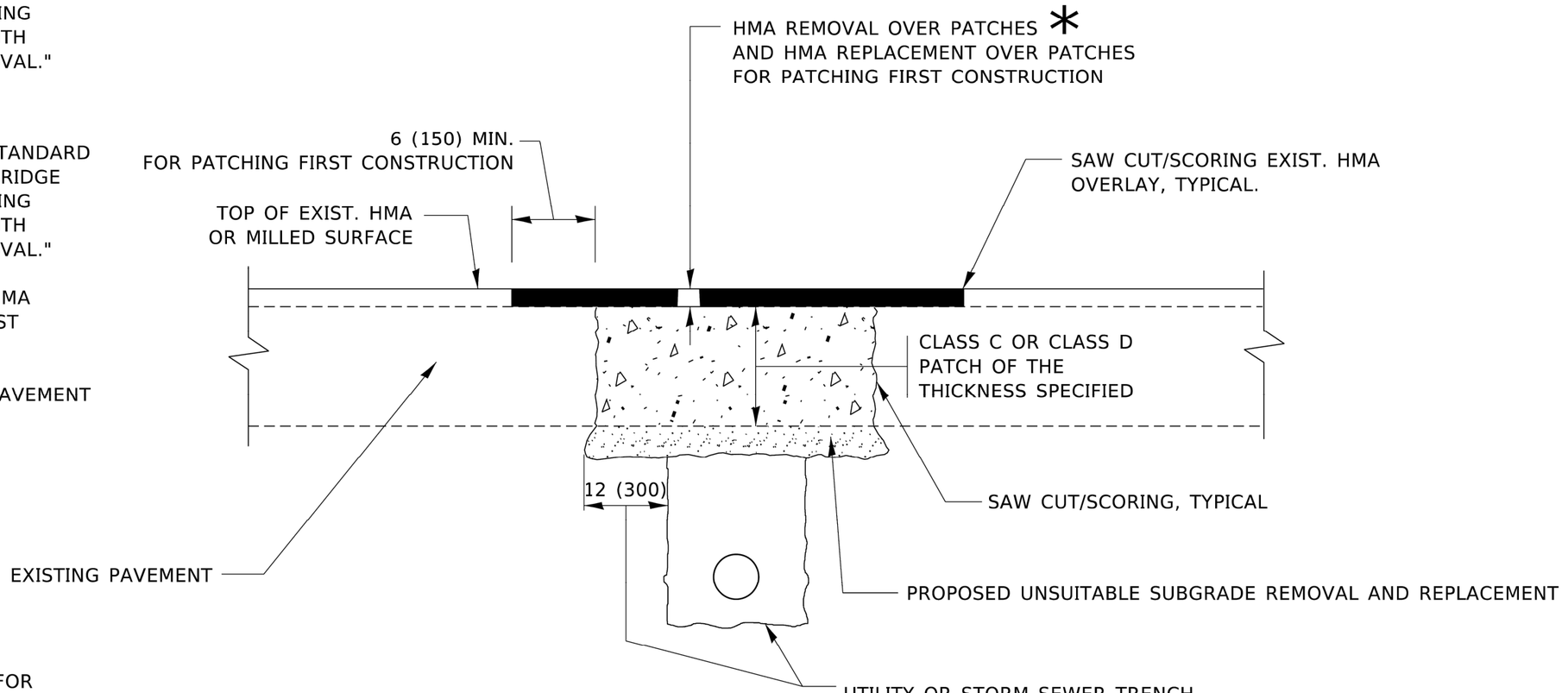
E.H.E. PROJECT NO. 125-25-05901

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

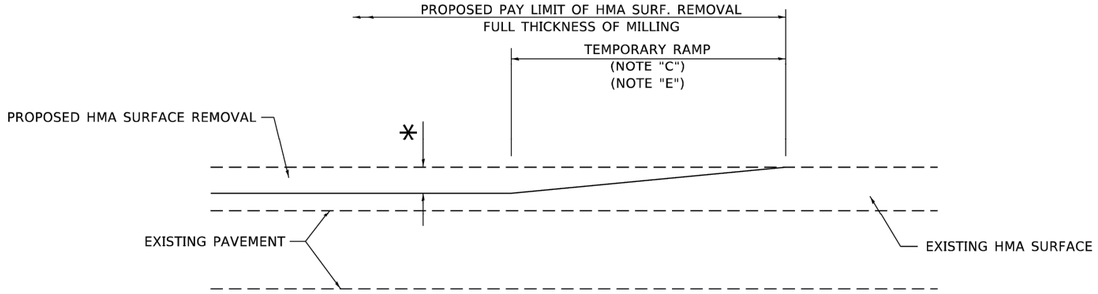
USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED - R. BORO 09-04-07	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	36
	BD400-04 (BD-22)	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

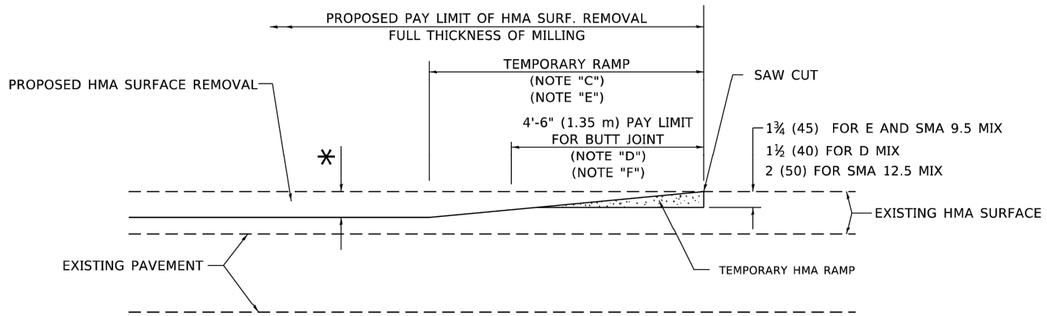
E.H.E. PROJECT NO. 125-25-05901



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

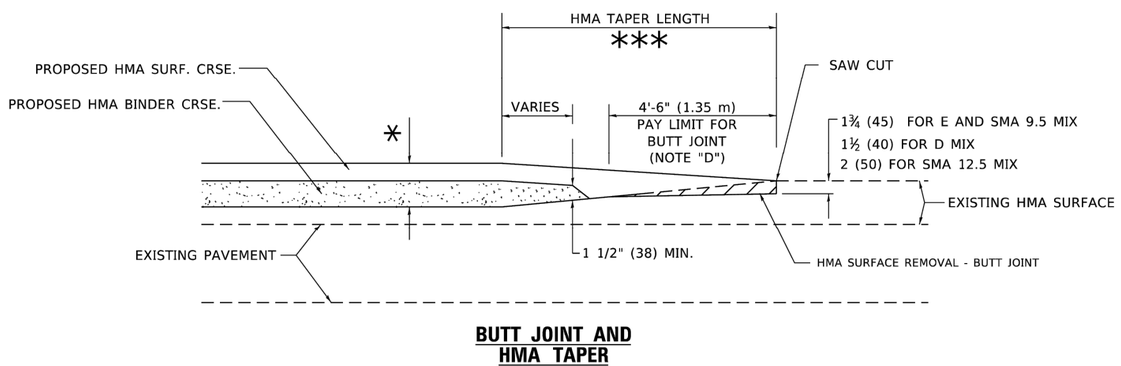


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

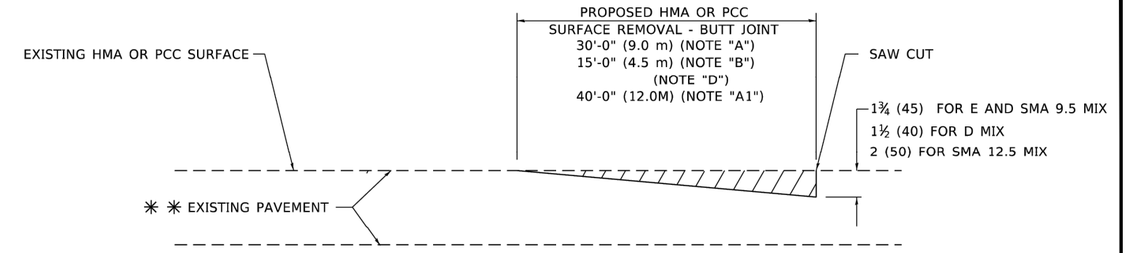
OPTION 2

TYPICAL TEMPORARY RAMP

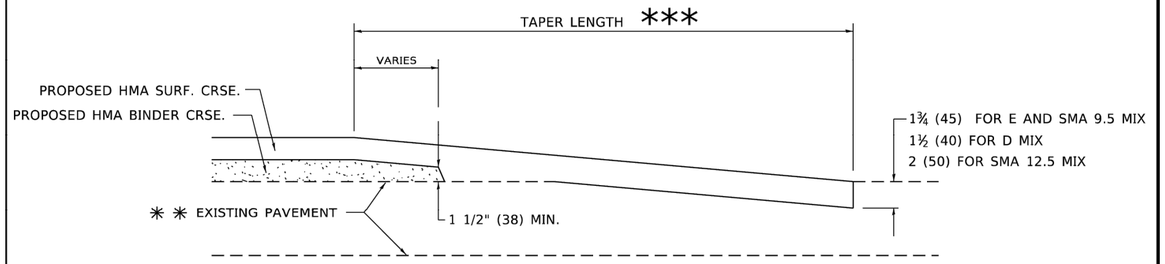


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) OTHERWISE SHOWN.

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

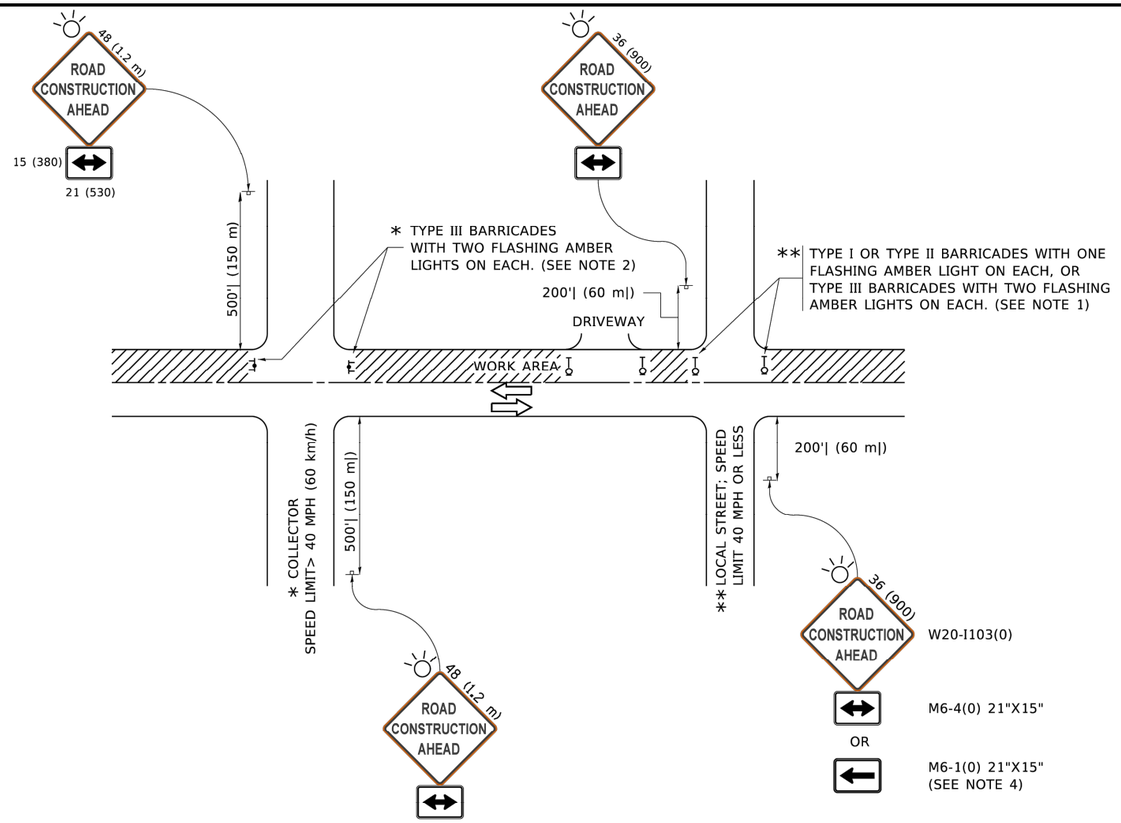
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	37
	BD400-05 BD32	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

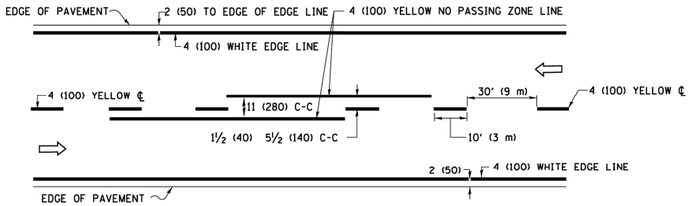
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

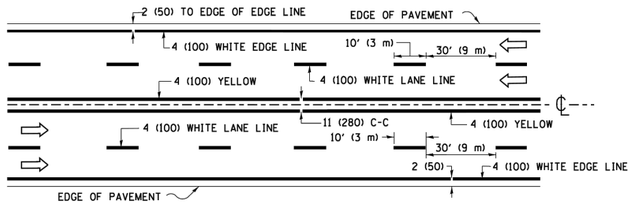
MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	38
	TC-10	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

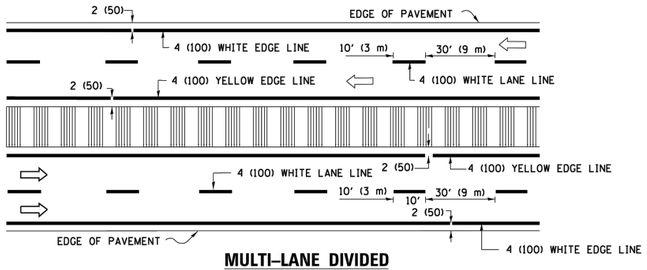
Drawing file: W:\Projects_by_Village\Brookfield\12525059 - Maple Ave\IDOT Standard.dwg Aug 28, 2025 - 10:47am



2–LANE ROADWAY

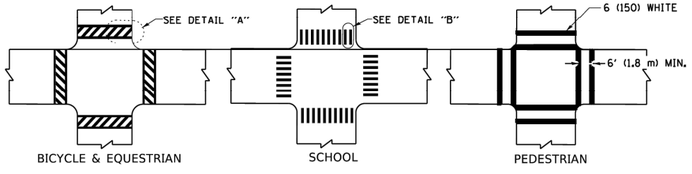


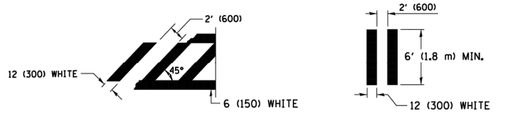
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

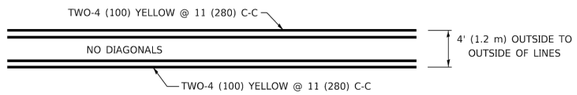




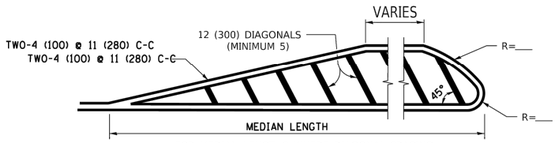
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

✳ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



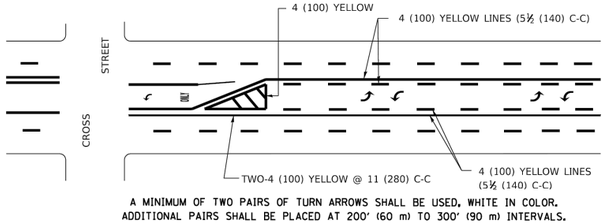
4' (1.2 m) WIDE MEDIANS ONLY



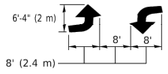
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

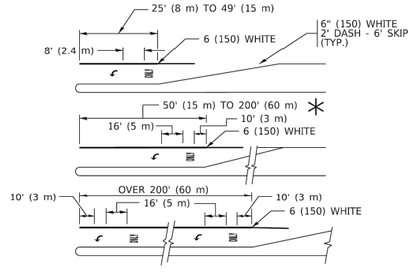


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

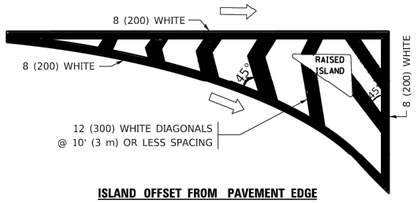


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

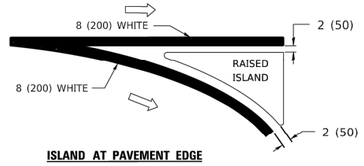
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

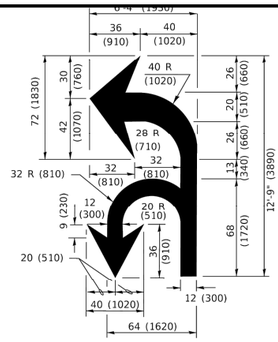


ISLAND OFFSET FROM PAVEMENT EDGE

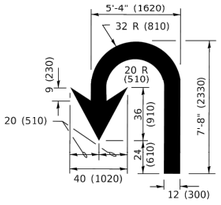


ISLAND AT PAVEMENT EDGE

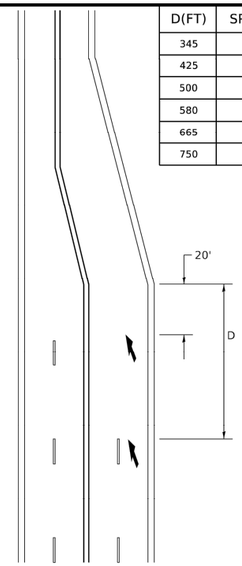
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

✳ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	**4 (100)** 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	**SOLID**	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	**SOLID**	**WHITE**	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	**SOLID**	**WHITE - RIGHT** **YELLOW - LEFT**	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	**SOLID**	**WHITE**	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

Drawing File: W:\Projects_by_Village\Brookfield\12525059 – Maple Ave\IDOT Standard.dwg Aug 28, 2025 – 10:47am

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

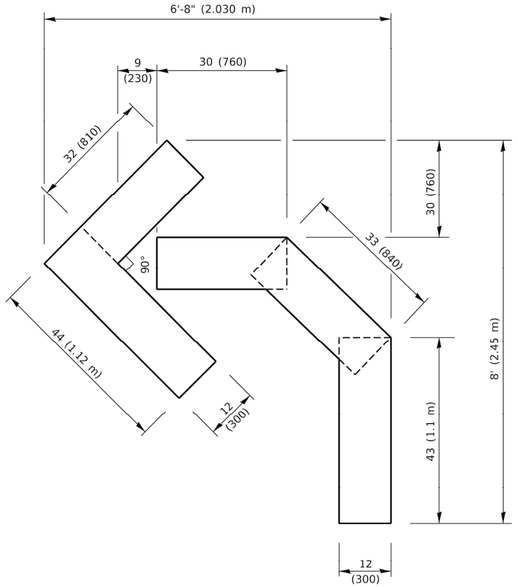
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

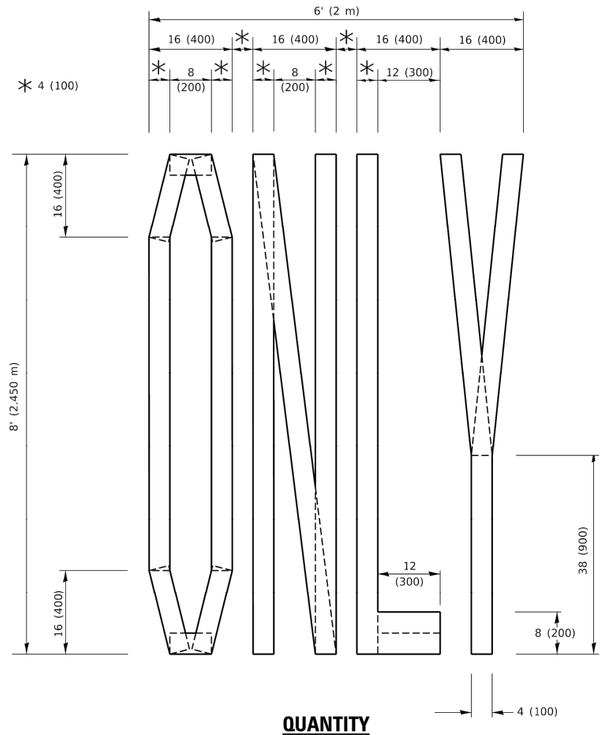
MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	39
	TC-13	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901



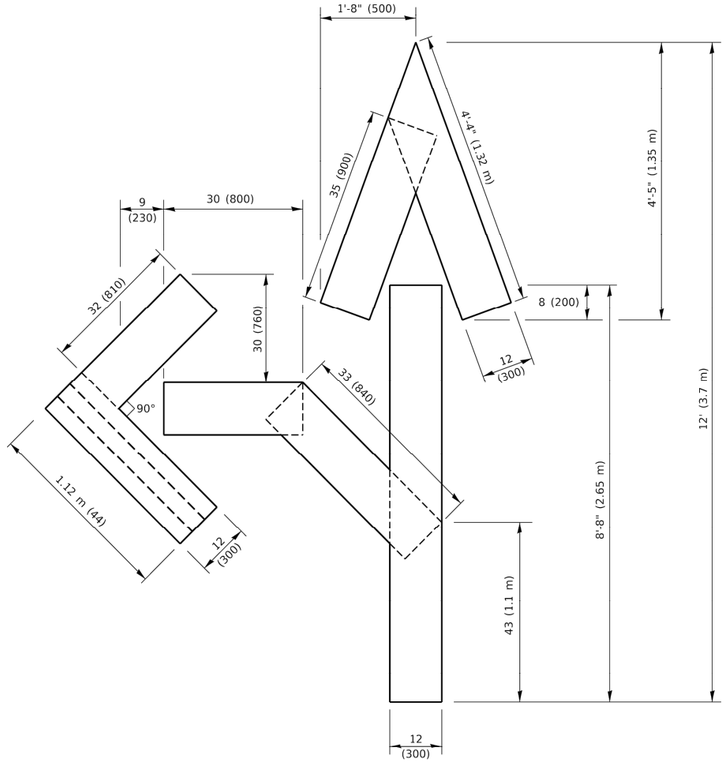
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

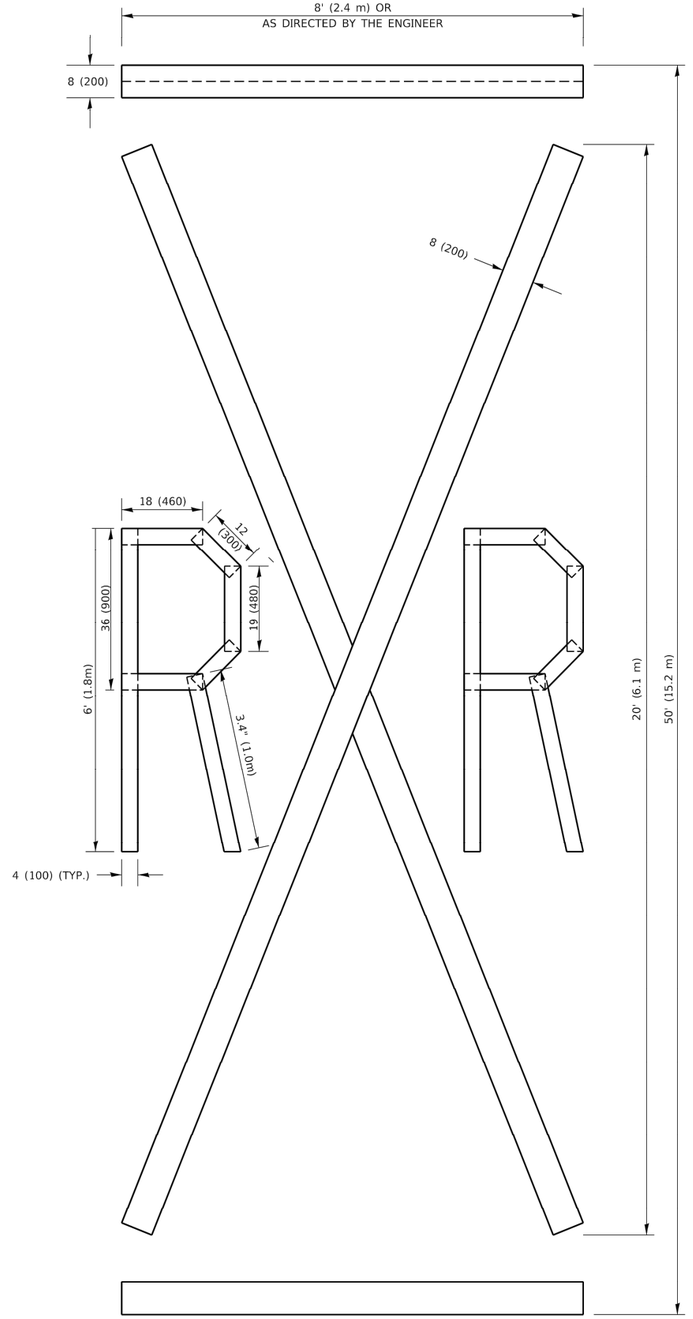


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

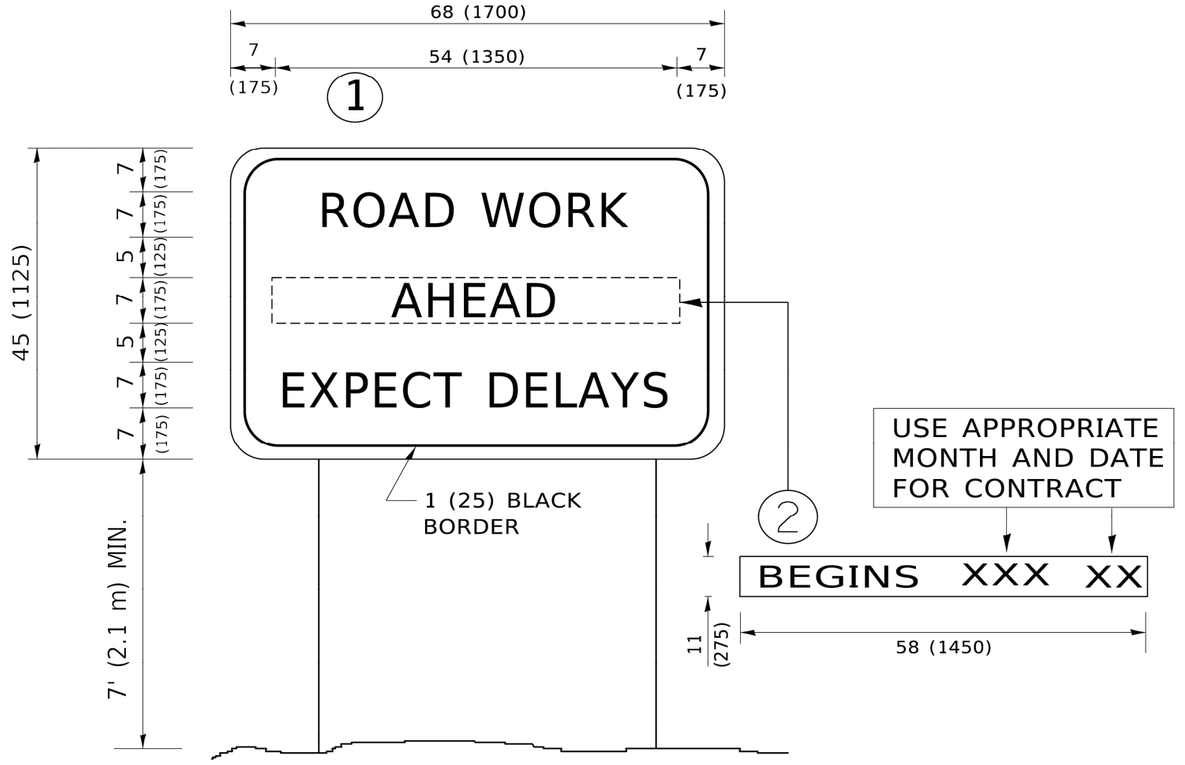
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	40
	TC-16	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

Drawing file: W:\Projects_by_Village\Brookfield\12525059 - Maple Ave\IDOT Standard.dwg Aug 28, 2025 - 10:48am



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

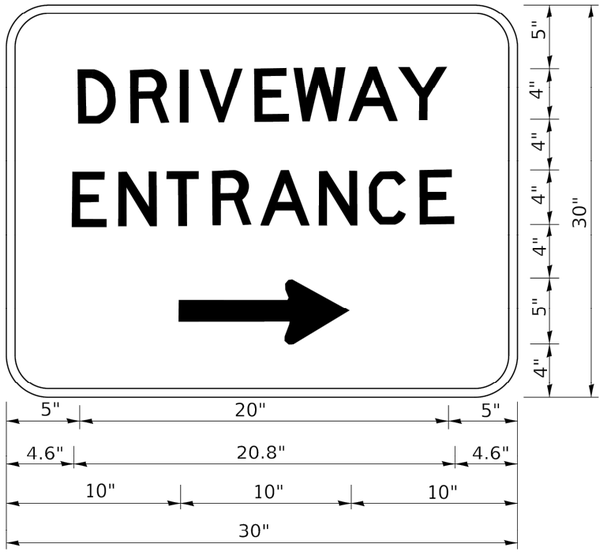
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	41
	TC-22	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/6/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	42
	TC-26	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

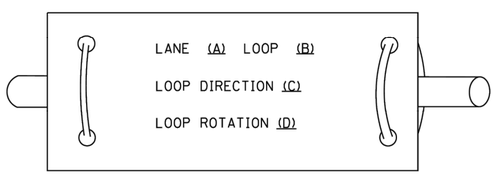
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

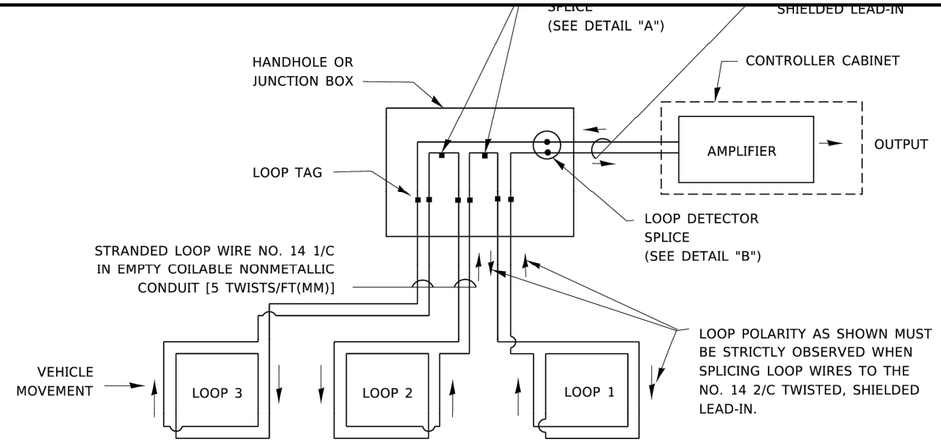
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD–IN CABLE TAG

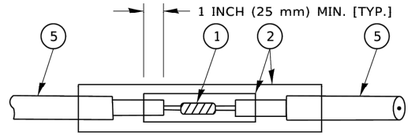


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

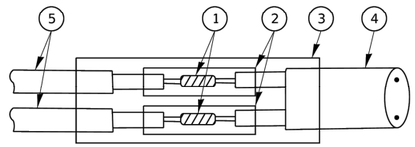


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
  SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

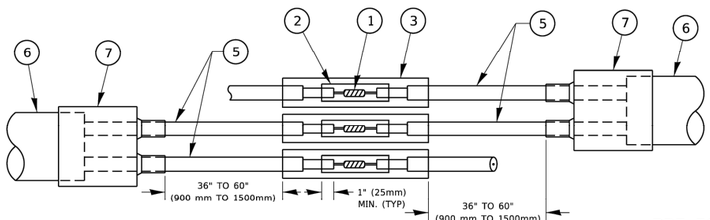


DETAIL "A"
LOOP-TO-LOOP SPLICE



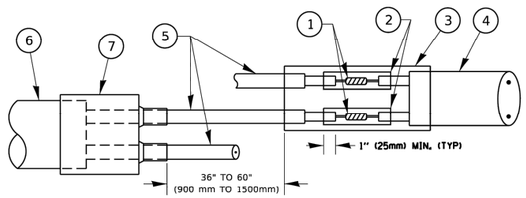
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE–FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

(7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

USER NAME = footemj	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

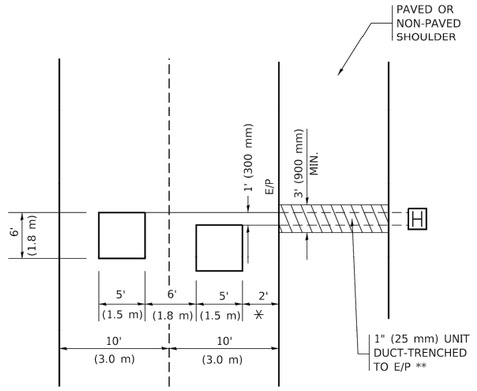
SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	43
	TS-05b	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

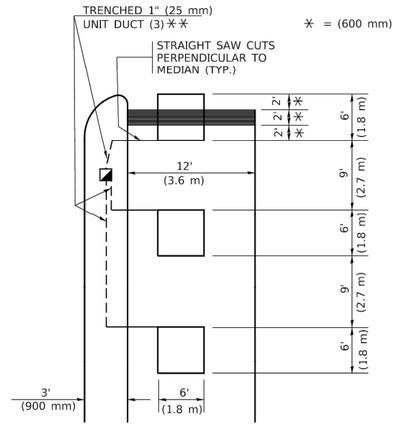


⁎ = (600 mm)

⁎⁎ UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

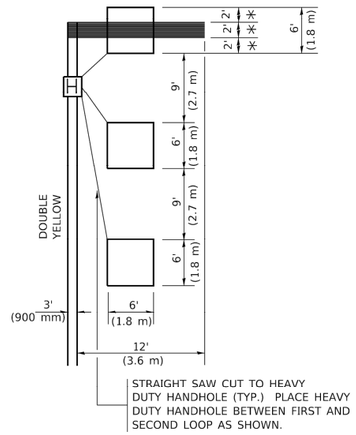


⁎⁎ UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

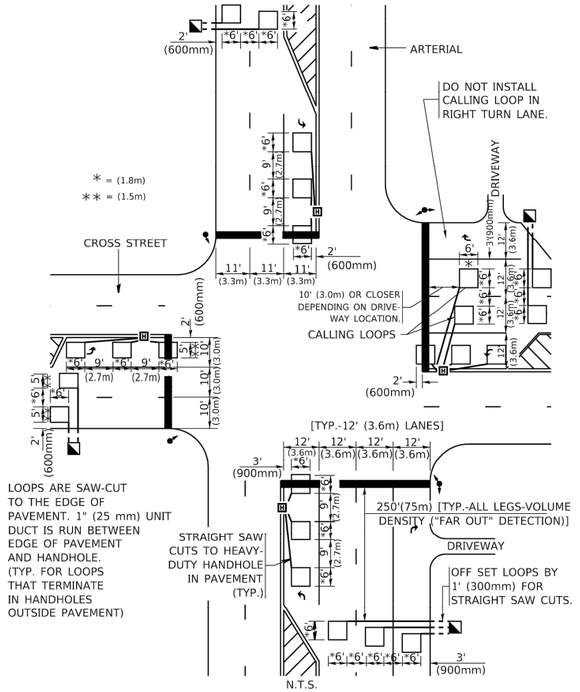
VOLUME DENSITY (''FAR OUT'' DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

⁎ = (600 mm)



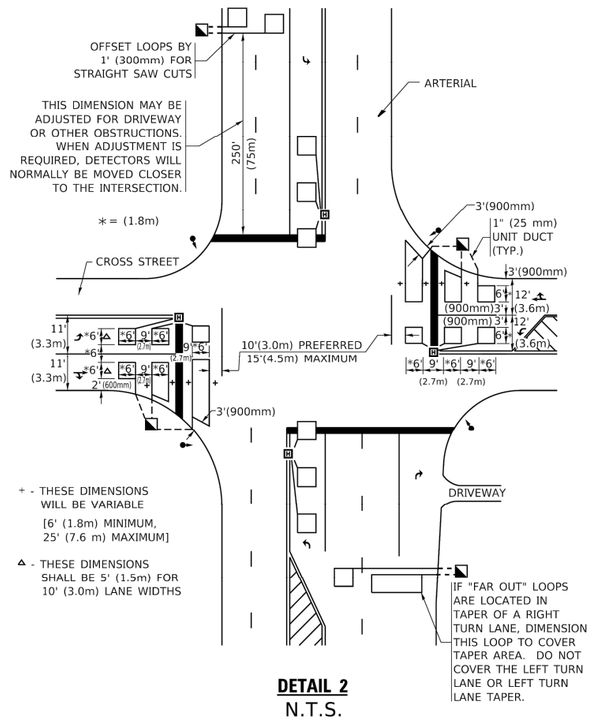
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

⁎ ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.

⁎ EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.

⁎ EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.

⁎ ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)

⁎ EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

⁎ WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).

⁎ WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

USER NAME = footemj	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED - R.K.F.	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2722	25-00138-00-RS	COOK	44	44
	TS-07	CONTRACT NO. 61L89		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 125-25-05901

Drawing file: W:\Projects_by_Village\Brookfield\125250S9 – Maple Ave\IDOT Standard.dwg Aug 28, 2025 – 10:48am